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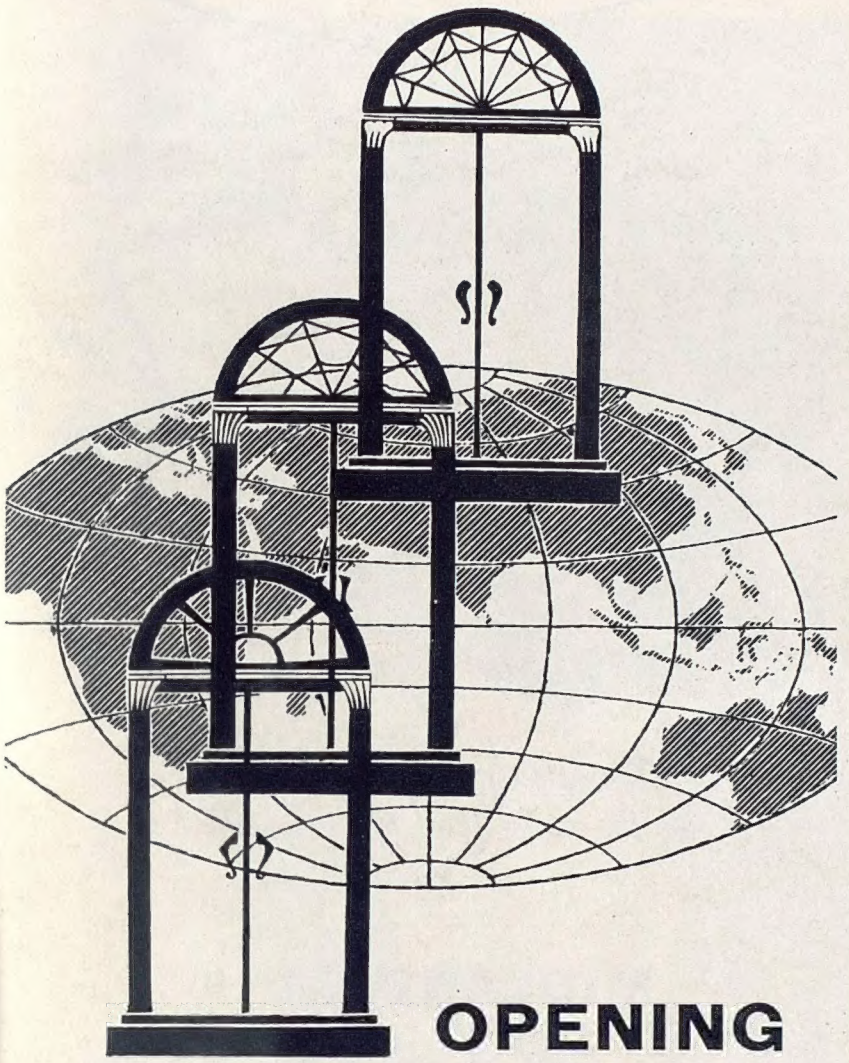

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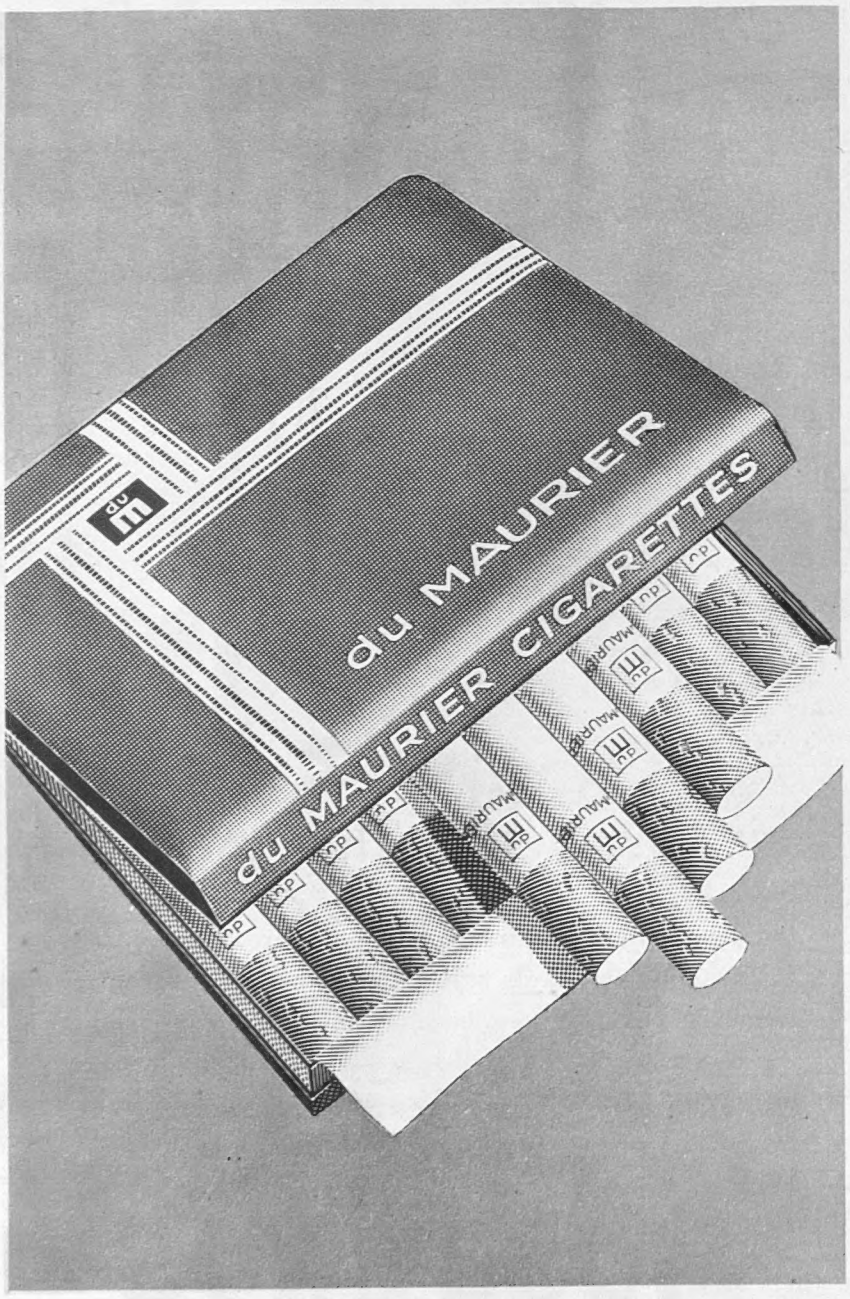

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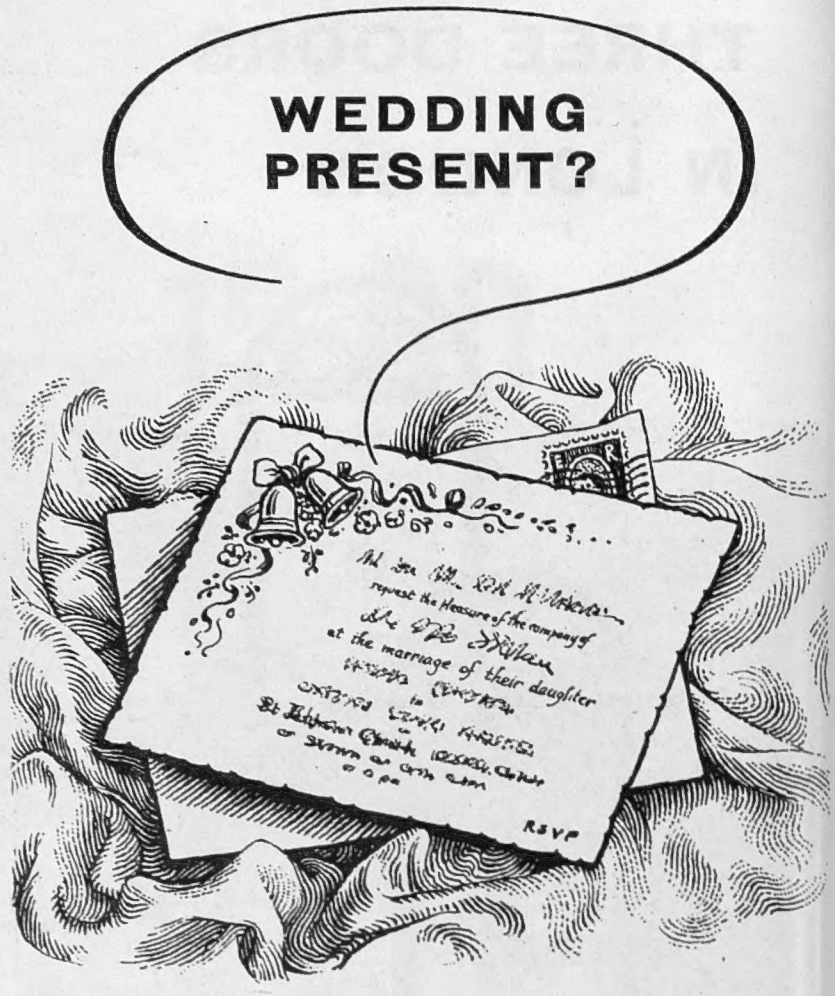

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Volume CCXLV No. 3175

THE SPHERE

LONDON, April 8, 1961

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With which are incorporated *The Graphic* and *Black & White*

THE QUEEN AND MRS. PANDIT

The Indian High Commissioner in London welcomes the Queen as she arrives at 9, Kensington Palace Gardens, Mrs. Pandit's official residence, to attend a dinner party three weeks after her return from the Royal visit to India. Just behind the Queen is the Duke of Edinburgh. The other guests at dinner included Mr. R. A. Butler (in charge of the Government during the Prime Minister's visit to the West Indies and North America) and Mrs. Butler; Earl Mountbatten (the last Viceroy of India), and Mr. Duncan Sandys, the Secretary for Commonwealth Relations. Mrs. Pandit was in India during the Queen's visit. She was among those who welcomed Her Majesty and the Duke on their arrival in Delhi

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PRESIDENT GRONCHI ADDRESSES THE ITALIAN PARLIAMENT AT THE OPENING OF THE CENTENARY CELEBRATIONS OF ITALIAN UNITY

At a general assembly of both Houses of the Italian Parliament in Rome, Signor Gronchi reads a message marking the official celebration of the establishment of unity throughout Italy in the nineteenth century under King Victor Emmanuel I. The President is flanked by Signor Merzagora (left), chairman of the Senate, and Signor Leone, chairman of the Chamber of Deputies. He recalled the events that marked the last stages of unification and said that even then the more thoughtful men of the Risorgimento understood that freedom was not an end in itself but an instrument of social justice. This led him to some criticism of the rate of social progress in Italy, particularly with regard to unemployment in the South and the expansion of education. Signor Gronchi made a strong plea for state intervention to assist agriculture and industry in the poorer parts of Southern Italy

COMMEMORATING GREEK INDEPENDENCE

Right: Crown Prince Constantine of Greece is accompanied by his sisters, Princess Sophia and Princess Irene (centre), as they drive through Athens on their way from the Royal Palace to the Cathedral. They attended a solemn *Te Deum* which commemorated the 140th anniversary of Greek Independence. Other members of the Greek Royal family and Government officials were also present at the Cathedral. Greece gained her independence from the Turkish Empire in the revolution of 1821

ROUTE MARCH TO JERUSALEM

Below: Young people clap their hands as they march into Jerusalem on the seventh annual Israel route-march. **Below right:** Another group of young Israelis from a religious settlement approach the end of the long trek. Some 13,000 people took part in the event this year. The march is open to both military and civilian groups and individuals. Participants have come from many countries of Europe. The Israel march is modelled on a similar annual competition which is held in the Netherlands

THE NEWS IN PICTURES

Just before Easter, there were scenes of jubilation throughout Tanganyika at the successful conclusion of the conference on the future of the Trust Territory. The final session of the talks, led by Mr. Macleod, the Secretary of State for the Colonies, ended a day early, with the announcement that Tanganyika will have full internal self-Government on May 1, and full independence on December 28. **Below right:** Leaving the Conference building in Dar-es-Salaam at the end of the first plenary session are from left, in the front row, Mr. Fletcher-Cooke, the Deputy Governor; Sir Richard Turnbull, the Governor; Mr. Macleod; Mr. Nyerere, the Tanganyikan Chief Minister; and Mr. A. Z. N. Swai, Minister of Commerce and Industry. Mr. Nyerere, who is thirty-nine, becomes Prime Minister of Tanganyika in a few weeks. After May 1, the Governor, the Deputy Governor, and the two official ministers withdraw from the Council of Ministers. This will be renamed the Cabinet and presided over by the Prime Minister. Until December 28, the Governor will retain power over external affairs and defence, but will in general act according to the advice of the Cabinet. The Colonial Secretary said that Tanganyika wished after independence to become a member of the Commonwealth. Britain is to introduce a resolution at the United Nations proposing that the trusteeship agreement over Tanganyika should end on December 28

AT DAR-ES-SALAAM, MR. NYERERE, THE TANGANYIKAN LEADER, INTRODUCES HIS WIFE TO MRS. MACLEOD

DELEGATES LEAVE THE CONFERENCE HALL IN DAR-ES-SALAAM AFTER A SESSION OF THE TANGANYIKAN CONFERENCE

Below:

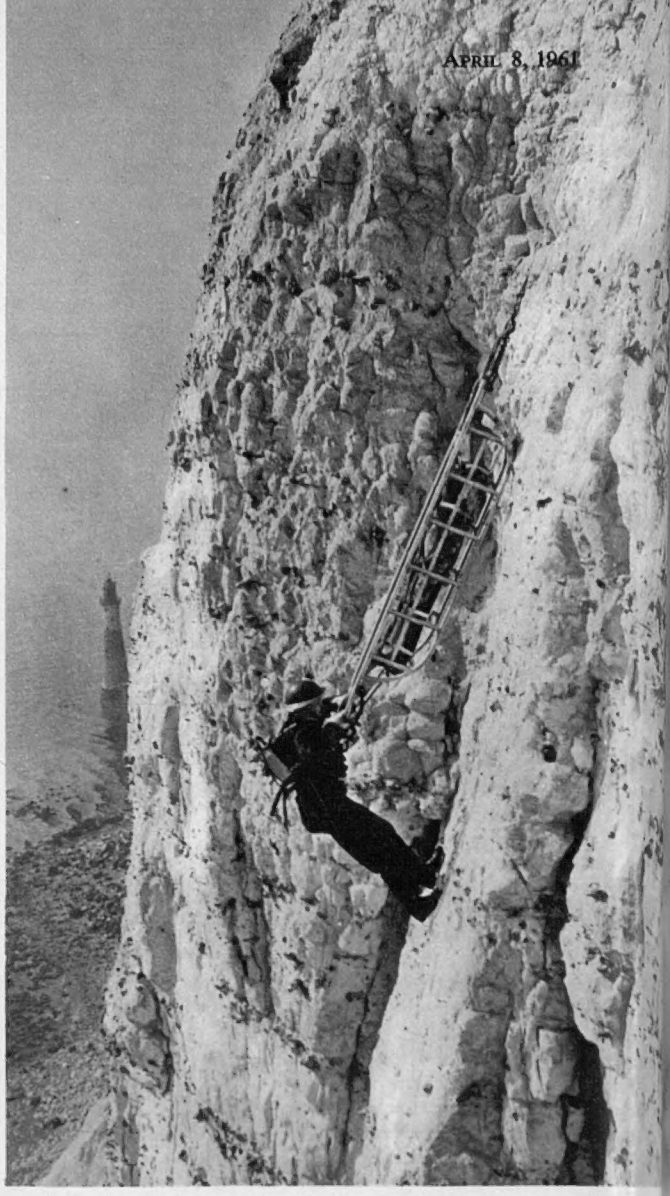
END OF THE SOUTH AFRICAN TREASON TRIAL

This picture, sent by radio from South Africa, shows the jubilant crowds outside the court in Pretoria at the end of the long trial of those accused of treason against the Union. Last week, all the remaining twenty-eight defendants were suddenly acquitted. The court verdict was unanimous. The presiding judge, Mr. Justice Rumpff, said there was no need for further argument. He held it proved that the accused were working to replace the present state with another, but that this latter was not Communist and that it had not been proved that the accused had personal knowledge of doctrines of violence. The marathon trial began at the end of December 1956, with the arrest of 156 people accused of organising a conspiracy to overthrow the State by violence and to set up a people's democracy along Soviet lines. On January 30, 1958, charges of high treason were made against the accused, but only ninety-one of the original number were sent to trial before a Special Court of three judges, authorised by a Special Bill. Later the prosecution drew up fresh indictments. Charges against sixty-one people were quashed. The retrial of the remaining thirty began in January 1959. Of these, one had died and another absconded

THE NEW LOOK FOR THE REGULAR ARMY ON PARADE

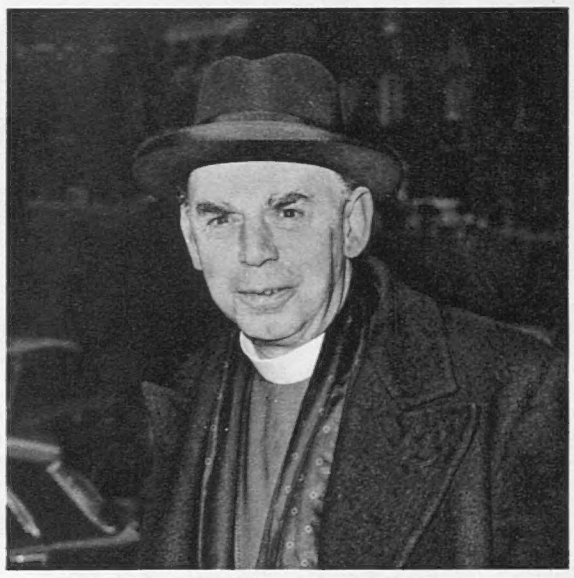
Mr. John Profumo, Secretary of State for War, inspects the new uniforms for the Regular Army at Wellington Barracks in London. Earlier the Queen saw the full range of uniforms in the Bow Room at Buckingham Palace. New uniforms should be issued to all ranks by the end of 1962 and it is expected that many men will receive their new dress this year

Right: On Beachy Head, Sussex, Police Constable Harry Ward, of the Eastbourne Police Force, demonstrates a new stretcher, which he designed himself, for use in cliff rescue work. The stretcher has the form of a cradle fitted with runners, which enables it to be guided over the rock face. Movement is controlled by a winch at the cliff top



NEW EQUIPMENT FOR CLIFF RESCUE

Dr. Robert Wright Stopford, Bishop of Peterborough, has been nominated by the Queen to succeed Dr. Montgomery Campbell as Bishop of London. Aged sixty, Dr. Stopford has been at Peterborough since 1956 and is at present Chairman of the Church Assembly's Board of Education. Before he was ordained in 1932, Dr. Stopford was a schoolmaster



TO BE THE NEW BISHOP OF LONDON

Far right: Nicolaus Silver, the grey who won this year's Grand National, is stroked by Miss Scarlett Rimell, daughter of the horse's trainer, Fred Rimell. There was a great welcome for Nicolaus Silver when he returned to his stables at Kinnersley in Worcs. He was the first grey to win the National for 90 years

THE GRAND NATIONAL WINNER RETURNS HOME

Ex-King Leopold of the Belgians, accompanied by his wife Princess Liliane, shows his voting credentials as he arrives at a voting booth in Brussels. **Far right:** Also at the polls is Prince Albert, with his wife Princess Paola. Over 6,000,000 Belgians recorded their votes. The results of the elections for the Chamber of Deputies and the Senate saw no clear victory for any one party. Although the ruling Christian Socialists lost votes, they remained the largest single party in both Houses. The respective Presidents of the Christian Socialist, Socialist and Liberal parties were received in audience by King Baudouin for Royal consultations during attempts to form a coalition government

ROYAL VOTERS IN BELGIUM'S ELECTIONS

PRINCE ALBERT AND PRINCESS PAOLA

THE NEWS IN PICTURES

From left are: Mr. James Gichuru, President of the Kenya African National Union; Mr. Paul Ngei who, with Mr. Kenyatta, is confined to the Lodwar area under a restriction order; Mr. Tom Mboya, Secretary of Kanu, and Mr. Jomo Kenyatta. During the visit of the Kanu leaders a tape recording was made of a message from Mr. Kenyatta. This was played by Mr. Mboya a few days later to the All-African People's Conference in Cairo. In the message Mr. Kenyatta said he hoped all delegates at the conference would work for the unity and strength of the African peoples. In Nairobi a Kenya Government spokesman declared that the making of the tape recording broke the terms of Kenyatta's restriction order because all messages to or from him during his residence at Lodwar were subject to censorship

KENYA AFRICAN LEADERS VISIT JOMO KENYATTA AT LODWAR

Dr. José Cordona, leader of the "Cuban Provisional Government in exile," reads a statement to a Press Conference in New York. With him are three other members of the "government." They are, on left, Senor Manuel Varona and, on right, Senor Manuel Ray and Senor Felipe Pazos. The aim of the exiles is to overthrow the Castro regime

A STATEMENT FROM CUBAN EXILES

Far right: M. René Jonglet, a French writer, addresses a meeting in Paris summoned for the purpose of seeking an amnesty from the Spanish Government for Spanish political exiles, many of whom left Spain at the end of the Civil War. Intellectuals and others from several European countries attended the meeting

A CALL FOR A SPANISH AMNESTY

SEATO TALKS

The chief delegates to the South-East Asia Treaty Organisation's military advisers' conference stand together in Bangkok. From the left, they are: Admiral Felt (U.S.A.); General Sir Richard Hull (U.K.); General Charusreni (Thailand); Lieut.-General Cabal (Philippines); General Pote Sarasin, Secretary-General of Seato; Major-General J. G. N. Wilton, Chief of Seato military planning office; Air-Marshal Aghar Khan (Pakistan); Major-General Sir Stephen Weir (New Zealand); Admiral Ortoli (France), and Admiral Sir Roy Dowling (Australia). The military talks preceded the Seato meeting of the Council of Ministers which last week discussed the crisis in Laos

President Kennedy and Mr. Macmillan synchronize their watches

Mr. Kennedy is flanked by Mr. Bohlen (near side), his Russian Affairs expert, and Mr. Bundy, Assistant for S

KEEPING THE PEACE

Prince Souvanna Phouma, one of the key figures in the Laotian crisis, meets Mr. Nehru in Delhi. The former was on a world tour and went from the Indian capital to Cairo and Paris, where he was received by President de Gaulle. On Thursday of last week he was in London for talks with Lord Home. It was understood he would later go to Moscow. Prince Souvanna Phouma became Prime Minister of Laos for the second time in August last year. Opposition from the Right Wing to his neutralist policy led to an intensified civil war. He resigned in December and went into exile in Cambodia. The Communist bloc continue to recognize him as Prime Minister of Laos

The President meets Mr. Gromyko, the
Below: Mr. Watkinson (left), and

Harold Caccia is with Mr. Macmillan

ign Minister, to discuss the crisis in Laos
namara, during their talks in Washington

President and Prime Minister walk through the grounds of the Little White House at Key West. It was the first time they had met

The conversations between President Kennedy and Mr. Macmillan took place partly in the administration building of the U.S. naval station at Key West in Florida, and partly in the nearby Little White House. The latter is so called because it was Mr. Truman's holiday residence when he was President. At the conference table Sir Harold Caccia, the Ambassador in Washington, was one of those accompanying Mr. Macmillan. At the conclusion of their talks on Laos and other matters, the President went back to Washington to receive Mr. Gromyko, and the Prime Minister returned to the West Indies to continue his tour.

After his meeting with the Soviet Foreign Minister, Mr. Kennedy summoned a conference of his advisers at the White House. This meant that Mr. Macnamara, the U.S. Secretary of Defence, had to postpone his discussions with his opposite number from Britain, Mr. Harold Watkinson, for a few hours.

In his speeches in the islands he visited, Mr. Macmillan's theme was that the future of the West Indian Federation lies with the West Indians themselves and not with outsiders. A conference between British and West Indian leaders is to be held in London next month at which it is hoped a date will be fixed for the Federation to become fully independent. At the conference the position of Jamaica should be clarified. There is some opposition among the Jamaicans to the basic principle of Federation because it is feared the wealth of their island may be employed to benefit the less-well-off Federal members.

On Tuesday last (April 4) Mr. Macmillan was to return to the United States and resume his conversations with Mr. Kennedy in Washington. Lord Home was expected to join them. Mr. Macmillan's programme allowed for a break in the talks on Friday (April 6) to enable him to speak in Cambridge, Massachusetts, at the centennial celebration of the Massachusetts Institute of Technology. The final session of the Washington conversations was scheduled for April 7. (See also John Connell on next page.)

JOHN CONNELL

HOW TO HANDLE A CRISIS

The Laos crisis of March 1961 deserves to be studied henceforth, by budding diplomatists, as a text-book example of successful, skilfully-judged brinkmanship. I think that I myself might have fought shy of this heavily-loaded word, had I not seen it used by an eminent *New York Times* commentator at the time when the crisis was on the verge of being resolved. By chance—no, not altogether by chance, but by design in which I take some pride—I wrote last week of the salutary and invigorating new influence which Mr. Kennedy is exerting in international affairs. That article had gone to press when the Laos situation took a sudden and sharp turn for the worse.

In his inaugural address last January, the new President concentrated his own and his hearers' attention on the single theme of the world's major political problems and the relation to them of the United States of America. Just two months later that choice of subject was fully vindicated by the course of events; and Mr. Kennedy found himself grappling with his first international crisis. The gravity with which he and other political leaders, including Mr. Macmillan, regarded the Laos issue may have seemed disproportionate when considered alongside what was happening in the country itself.

The fighting between forces of the right and of the left was largely, as *The Times* pointed out, a matter of prodding and skirmishing. True, the Soviet Union had increased both the rate and the quantity of its

A lorry of the Royal Laotian Army waits by the River Nan Song while a temporary bridge is erected to replace one destroyed by forces of the Left-wing Pathet Lao

supplies to the Pathet Lao troops; but the United States had given more to its clients over a longer period. There can, however, be little doubt that responsible Americans looked with sombre foreboding at the prospect of their country's involvement in military action which could bring Soviet forces into the field on the Pathet Lao side.

It might have been possible for the powers that would inevitably have been sucked into the conflict—the Seato nations on one side, the Communists and their allies on the other—to limit it initially to Laos itself. A situation would then have developed not unlike the Spanish Civil War of a quarter of a century ago. Americans firmly believe that the Spanish War was the precursor and prelude to World War II. They were extremely anxious to avert any repetition of so distressing a sequence. The President served resolute notice to the Communist nations that the United States of America would execute her commitments to a neutral and independent Laotian Government.

Though the word has become unfashionable, it is perfectly accurate to describe this as brinkmanship. The word has, admittedly, its associations with the memory of John Foster Dulles; but it is only fair to point out that, had the Truman Administration practised brinkmanship a bit more vigorously in 1950, the United States and its Allies would not have been landed in the bloody stalemate of Korea. Brinkmanship is perfectly sound diplomacy, so long as those who make use of it are not merely bluffing and are capable of making others realise that they are not.

It is reasonable to conclude that this provision was observed in the handling of the Laos crisis. The President neither bluffed nor blustered. He was militarily determined and politically flexible. His aim was to avert a breakdown of morale, not only in Laos itself, but throughout South-East Asia as a whole. If Laos had collapsed to the Communists, the threat to the rest of South-East Asia would have been immediate and serious. The period of decision was clearly the weekend in which Mr. Macmillan went to the West Indies, and he and the President suddenly arranged to meet at Key West. The British part in the whole episode was far from negligible. Britain's proposals to Moscow, which had firm American backing, preceded the Kennedy-Macmillan meeting. They included a call for a cease-fire, a revival of the former three-Power control commission, and the summoning of an international conference.

The timing is of some significance. These proposals went to Moscow in a Note delivered on March 23. Mr. Macmillan held a late night Cabinet meeting in his room at the House of Commons, and went off to the West Indies on March 24. On Sunday, March 26, Mr. Kennedy flew down from Washington to meet the British Prime Minister at Key West. They reached complete agreement on every topic which they discussed, and there can be little doubt that Laos was the first and most important item on their agenda.

On Monday, March 27, *Pravda* published a moderate and conciliatory article. It accepted the British suggestion of a truce and a negotiated settlement. Though it stated that force in Laos would be met by force, its principal emphasis was on the possibility of a peaceful solution. Later that same day Mr. Gromyko, the Soviet Foreign Minister, had an hour's talk with Mr. Kennedy at the White House. Though he refused to be drawn by reporters on the issue of a cease-fire, he said: "The President and I express the hope that possibilities will be found of settling the Laotian question peacefully."

Monday also saw the opening of the Seato meeting in Bangkok, where there was a sense of real and oppressive urgency. For the Seato powers the threat of a Communist walk-over in Laos was very menacing. Lord Home, the British Foreign Secretary, in a speech of considerable vigour and sincerity, put our country's viewpoint: "Laos ought to remain independent and sovereign and can be genuinely neutral and live at peace with its neighbours. If they can be taken at their word, the Communist Powers claim that they share this aim. It remains to be seen. Britain has been making great efforts to help in finding a political settlement in Laos, not only because we know the appalling consequences which could result from international war over it, which in the end would be likely to involve other countries of South-East Asia, but because we believe a political settlement to be both possible and right. We in Britain hate war and pursue peace to the limit, but we have shown many times in our history that there is a limit beyond which free men cannot go."

Mr. Nehru told the Upper House of the Indian Parliament in Delhi that "the issue of war and peace in a big way" depended on what was about to happen in Laos; he emphasised that a military solution would be no solution at all, and praised the British proposals as "constructive." Since Mr. Kennedy had appealed to Mr. Nehru to use his influence on the side of peace, it is pertinent to ask how much this welcome unity of attitude, as between the West and the neutralists, and Moscow's apparent reasonableness, are due to the President's own initiative.

While it is true that he has had, in the first phase of his four-year term of office, to face the challenge of Laos, it must be remembered that he has thought about it, and spoken about it, frequently in the past. He means what he says about U.S. policy in S.-E. Asia because he has pondered it for a long time. Over six years ago he declared: "In 1951 I saw first-hand that in Indo-China we had allied ourselves with a colonial regime that had no support from the people. . . . The hard truth of the matter is that without a reliable and crusading native army with a dependable officer corps, a military victory, even with American support, in that area is difficult if not impossible of achievement."

He has believed that his predecessors have been misled by unreliable reports from American embassies, and he knows that he has inherited a legacy of serious hazards to American policy in South-East Asia. But this belief and this knowledge do not affect his acceptance of a full American commitment in the area. He is, however, a good deal more willing to work with and through Seato than either Mr. Eisenhower or Mr. Dulles ever showed any sign of being.

The lesson has been learned in Washington—to get understanding, unity and resolution among America's allies, on an issue of this crucial character, is far more beneficial, in the long term as well as the short term, to American interests, than any attempt to "go it alone."

There is a saying of Abraham Lincoln by which the present President is said to be profoundly influenced: "The dogmas of the past are inadequate to the stormy present. . . . We must disentail ourselves." In South-East Asia this is especially applicable, where policy must be flexible to meet changed and changing conditions.

Outside the Governor-General's residence in Port of Spain, Trinidad, Sir Winston Churchill sits with Sir Grantley Adams (left), the Prime Minister of the West Indian Federation, and Mr. Eric Williams, the Premier of Trinidad. Standing in the centre behind them is Lord Hailes, the Governor-General of the West Indian Federation

Driving through Port of Spain with Lord Hailes, Sir Winston gives the V-sign

CHURCHILL IN THE WEST INDIES

Sir Winston Churchill was given a great welcome when he went ashore in Port of Spain, Trinidad, during his sunshine cruise in Mr. Aristotle Onassis's yacht *Christina*. He was received on the jetty by Lord Hailes, the Governor-General of the West Indies, and by Sir Solomon Hochoy, the Governor of Trinidad. Dockyard workers and others clapped and cheered as Sir Winston walked to an open car in which he drove with Lord Hailes to have luncheon at the Governor-General's residence. The enthusiastic crowds along the route were said to be larger than those which greeted Princess Margaret on her visit last May during her honeymoon. Sir Winston, who was eighty-six on November 30, flew from London to Gibraltar a month ago to embark in *Christina*. Another former British Prime Minister, Sir Anthony Eden, is also holidaying in the West Indies and Mr. Macmillan last week was carrying out his tour of Trinidad, Barbados, Antigua and Jamaica. Sir Anthony was to meet Mr. Macmillan at a luncheon given by Sir John Stow, the Governor of Barbados, on March 24. It was thought possible that Sir Winston might also be a guest. Lady Churchill is not accompanying him on his Caribbean cruise. She was discharged from St. Mary's Hospital, in London, where she had been resting for a month, on March 26. Her seventy-sixth birthday was last Saturday.

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Queen Elizabeth looks at the historic Saxon Coronation Stone in Kingston-upon-Thames. She visited the Royal Borough on the occasion of the 400th anniversary of Kingston-upon-Thames Grammar School

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

PRESIDENT'S PRESS CONFERENCE. I am glad to have " attended " (on TV) one of those famous U.S. Presidential Press conferences. On the whole, it struck me, it did not give more away than do the answers in our Parliament to *awkward* questions addressed to Ministers. Superficially no doubt such Press conferences look more like " true democracy at work." But the President's answers were politely accepted and seldom produced supplementaries. I was struck by the extraordinarily youthful appearance of the President, a " mere boy," raised at a very critical juncture to a dizzy position of responsibility, and I was struck, too, by the simplicity of his prepared statement on Laos and on his extemporary replies. Indeed, his youthful appearance rather frightened me. He seldom gave anything at all away and he showed the fruits of recent experience on the " hustings " in dealing with an occasionally awkward question by beckoning on the next ahead. It seemed to satisfy his audience of grillers, who looked like a bunch of aged dons orally and benevolently examining a public schoolboy for university entry. But that was on the surface; the weight of a name and the authority were all with Mr. Kennedy. But that half-hour of question and answer seemed to me to be a little like play-acting or shadow boxing, a popular, regular and perhaps necessary exercise to keep alive the idea and ideals of " true democracy," which in practice could not possibly survive in a struggle against dictatorship, if it were anything *more* than play-acting. It left me wondering what attitude Mr. Macmillan would adopt towards him when they met (on March 26)—avuncular, brotherly or cousinly? " Brotherly " seemed to me the answer and not even elder-brotherly. The President is an awfully big noise in world politics despite his boyish appearance.

" LOSS OF FAITH." Lord Salisbury has now made it clear that he has lost faith not in contemporary Britain but in the present Government, and that he is convinced he is not alone in that loss of faith. As I see it, it would be not altogether outrageous cynicism if, seeing things on the surface (" in the headlines " as one might put it), many of us confessed to a loss of faith not only in our Governments but in contemporary Britain as well. We are—the men in the street—" much exposed " to headlines. People " in the know " are a small minority, and they may be able to defend British Governments and to assure themselves that contemporary Britain is still sound at heart. But the bulk of us who " expose ourselves " to TV and the sensational Press do not see far below the surface, and accordingly still judge the efficiency of Governments by results and the character of our contemporary race by the cross-section chosen usually by TV or Press to represent it. Our political memory perhaps is short. We go back to the problems which faced our Governments at home and abroad in, say, 1945—peaceful co-existence, security, good trade relations, balanced Budgets, sound finance, increasing productivity, real money, economy in Government expenditure leading to reasonable taxation, a reduction in crime, and moral results from better education, and so on; and we see those problems as acute and insoluble as ever. Then we turn to " contemporary Britain." On the surface, we do not see a nation of responsible citizens, seriously concerned in domestic and world politics, each playing his sober and responsible part in a highly civilised comity advancing to ever-increased responsibility of citizenship, each endeavouring to set an example to his neighbour and to less-developed peoples. On the contrary, we have spot-lighted for us the " couldn't-care-less " type, the wild-cat strikers, the thugs, the sport maniacs, the spendthrifts, the erring brethren in the Church, the police force, and so on.

" COULDN'T CARE LESS." The TV " mike " goes in among the crowds in the streets and workshops and invites its cross-sections to give their views on current events

The Queen's Colour of The Nore Command is carried into St. George's Church for the laying-up ceremony

and problems, and in nine cases out of ten the chosen cross-section stutters out that " it couldn't care less " for politics. Why should it? In every rich city, its typists and shop girls dressed like duchesses, have their minds fixed on to-night's session of " Come Dancing " with their boys in tail-coats and kid gloves, and those who do not dance have their minds filled after office or working hours with football, dogs, pools, and so on. Why should they care for politics or civic responsibility while the going is pretty good, or feel any particular respect for " leadership " when the problems of 1945 are unsolved and many new ones added? True, the party politicians have not yet lost faith in themselves and are redoubling their efforts to recruit young people to their party ranks, but whether they are thinking more of their party prospects or of recreating a nation of responsible citizens is hard to determine. Certainly, they get some recruits and these recruits look like intellectuals and play the part. Some march and barrack, and sit down on pavements, but it is not very easy to know why they do it or how seriously they embrace the slogans which they shout. Perhaps they feel that they are not " having it so good " as the dancers and the football and pool fans. Below the surface, to those in the know, the efforts of our

Admiral Sir Robin Durnford-Slater, last C.-in-C. of the Nore, takes the salute at the march past at Chatham, marking the end of The Nore Command

Right: The Duke of Edinburgh, Colonel-in-Chief of the newly formed The Queen's Own Highlanders (Seaforth and Camerons), talks to Captain D. Mien during his first visit to the Regiment. Right is General Sir James Cassels

Governments *may* be excused as the best we can expect, but the results are not encouraging; and below the surface, the great heart of contemporary Britain also *may* be beating as sound as ever. In our own villages and streets we can recognise and approve many worthy people doing their duty as good citizens and neighbours. But you and I are not widely " in the know " (and perhaps it is our own fault that we are too lazy to probe deeper and that we accept the popular pictures shown us); and, that being so, a certain loss of faith in contemporary Government and leadership and in contemporary Britain, almost inevitably, if not excusably, seeps in. " Who will show us any good? " We could do with a lot more of them, since cynicism is a deplorable attitude in any circumstances.

A PEER 'S A PEER FOR A' THAT. Lord Stansgate must give up his career in the Commons and abandon his citizen's right to vote at elections. That is the penalty still for all eldest sons of hereditary peers, unless a Private Member's Bill gets through. If the Upper House possessed its former legislative powers to-day, it would not be so antiquated and cruel a penalty. But its powers are hardly more than those of a constitutional sovereign—to be consulted, to discuss and to warn and within a reasonable province, to advise. Several successors to peerages have regarded the Upper House as a graveyard and many more will do so. The Committee which decided the matter—not unanimously—undoubtedly considered all precedents and acted on the best legal advice. Yet their decision must prove another stage in the gradual disintegration of the hereditary system. For the hereditary system is outworn and contradicts the ideals of " equality and democracy " to which even the most Tory of modern Governments give lip service. It is a pity that the Committee did not feel disposed to " consult the Sovereign's wishes before recommending " an easing of the penalties of succession. There is still an idea that the ending of hereditary titles would somehow weaken the hereditary character of the Monarchy. The Queen's triumphs among republican states in the Commonwealth and those which do not favour hereditary titles, may well have decided her that there is no such risk. The Upper House will never get back its legislative powers. It will remain a graveyard for ambitious politicians. The next Labour Government will quite certainly try to curtail or to abolish the continued creation of hereditary titles. Most of us thought that the extension of life peerages would lead to that, but Mr. Macmillan thought otherwise. If the Queen now forwent her right to create hereditary peers it would not help Lord Stansgate, but it would remove an anomaly of our times and a hardship on others to come. No one wants to abolish existing hereditary peerages or remove such privileges as they still possess; but the glories of our blood and state have become shadowy, unsubstantial things, and I for one have no desire to turn Britain into a museum of interesting antiquities, least of all those which may obstruct administrative efficiency or contradict the " ideals " of true democracy.

The Right Rev. G. E. Reindorp (left) is with the Archbishop of Canterbury outside Southwark Cathedral after being consecrated as Bishop of Guildford. Right is the Bishop's father, the Rev. H. W. Reindorp

HEATH FIRES. The " official drought " which is customary at this time of year exceeded its official full course under summery and wintry conditions, and some disastrous fires destroyed many acres of forestry plantation. An illustrated description of the ceaseless precautions taken to spot and control these fires in the New Forest, where the Forestry Commission holds a valuable stake, caught my eye. The three tall observation posts at Emery Down, Picket Post and Fritham are constantly manned by observers and linked by telephone, and the watch will be intensified to deal with the Easter picnickers. The foresters and verdurers have rather different problems. The Forestry Commission is concerned with its plantations and its chief dangers come from the railway and careless picnickers. The verdurers have another problem—the slaughter of animals on the road. To keep the ponies and cattle off the roads—and at night they are practically impossible for motorists to spot when lights are dipped against oncoming dazzle—the burning of bracken, heather and gorse is done to encourage grass and other feed *away* from the roads, and this March it has been done on a larger scale, embracing areas of quite young heather. The railway verges are no doubt a first priority for burning; during the last dry summer it was there that the bulk of the fires started. To-day from the watch-towers the scene should comfort at least the foresters. They look down on square miles of blackened forest. No doubt, April showers will soon render the scene less dismal for walkers and lovers of the forest than it is to-day and perhaps good may come of it for the cattle and the plantations; but Easter visitors should be warned that the forest presents a gloomy picture just now of ebony moor and uncovered litter and should be warned also that blackened and charred heather and gorse stumps do not improve nylon stockings and keep their power to blacken for months and even years. At the moment the New Forest is better described as the Black Forest.

THE OLD STAGER

Members of the Jets gang soar across the street they feel they own. From left are Baby John (Eliot Feld), Ice (Tucker Smith), A-Rab (David Winters), Tiger (David Bean), Riff (Russ Tamblyn), and Action (Tony Mordente). This sequence, which forms the opening of the film, was shot in the streets of New York

Maria (Natalie Wood), Rosalia (Suzie Kaye) and Consuelo (Yvonne Othon) in the "I feel pretty" number in the bridal shop

ENTERTAINMENT

WEST SIDE STORY

Some information has trickled across the Atlantic about the film version of the highly successful American musical (now nearing the end of its long run at Her Majesty's). What news there has been is highly intriguing. Co-director and choreographer is Jerome Robbins, whose stage contribution to *West Side Story* made it possibly the most visually gripping of all musicals. The opening sequence was filmed in the New York streets—the first time a dance number of a musical film has been shot on location. Using one of the widest screen processes and colour, it is expected that the picture will recapture the tense atmosphere of the story of a modern Romeo and Juliet, set amid the rivalry of New York teenage gangs. The film is to be released in Britain by United Artists this year.

The balcony scene—Tony (Richard Beymer) and Maria

The rival gangs of Jets and Sharks fight in a New York playground and the police arrive

The dance at the gym—Graziella (Gina Trikonis) and Riff (Russ Tamblyn). **Below:** In the same number, Bernardo (George Chakiris) and Anita (Rita Moreno) stop the show

THE VOICE OF THE COMMON

AUSTRALIA

Figures released recently by the Board of Trade in Britain show that U.K. industries, excluding oil and insurance, directly invested £24,400,000 sterling in their branches, subsidiaries and associated companies in Australia in 1959. This was a greater flow of direct investment from the United Kingdom than to any other single country except Canada, which took £32,600,000 sterling. The above figures exclude, in addition to oil and insurance investments, official (Government) investment and private portfolio investment.

Australia's membership of the sterling area gives it access to the London capital market and in recent years Australia has raised loans for new money in the London market in addition to conversions of maturing issues.

In the field of portfolio investment, even though sterling is now "convertible," there is still only "non-resident" convertibility for current account transactions. This means that, as in 1959, the year to which the Board of Trade figures relate, private individuals in the United Kingdom cannot invest freely on stock exchanges outside the sterling area. But they can invest freely in securities quoted on the Associated Stock Exchanges of Australia.

The latest available figures from the Australian Bureau of Statistics, show that in the year ended June 1959, £A20,000,000 of overseas capital was invested on the Associated Stock Exchanges of Australia—the bulk of which would undoubtedly have come from London.

Australia's "Apprentice of the Year," twenty-year-old South Australian Frank A. Angus, is greeted by Sir Eric Harrison, the High Commissioner, at Australia House in London. Mr. Angus has been awarded a twelve-month stay in Britain by the Adelaide Junior Chamber of Trade. He is visiting leading engineering firms. With some of them he will be temporarily employed so that he can study techniques

One of the factors stimulating the interest of U.K. investors in the "blue chips" of the Australian securities market is the tremendous growth potential of Australian company scrip, based on the growth rate of the Australian economy. In addition, the Reciprocal Tax Agreement between Australia and Britain allows U.K. investors to offset against tax liability to the Inland Revenue the company tax already paid by the companies in Australia. Effective yields to U.K. investors are thus higher than published yields in Australia.

Of chief interest to Australia, however, is oversea investment of the "direct" type, involving the establishment or expansion of manufacturing capacity in Australia. Oversea investment of this type in Australia accounts for a significant proportion of the total capital investment in Australian industry. The significance of this investment is enhanced by the fact that it brings with it valuable techniques and skills which help in the training of an industrial labour force and the building of a powerful industrial complex in Australia.

The broad scope and gathering pace of Australia's development activity is clearly shown in a survey prepared in 1960 by the Commonwealth Department of Trade. The survey, *Developments in Australian Manufacturing Industry, 1959-60*, details more than 460 manufacturing projects, each involving an investment of at least £A50,000, and each representing either the establishment of a new plant or the expansion of an existing one in 1959-60.

Significantly, 137 of the projects reported were the direct result of investment by overseas companies from ten different countries. Twenty-three new projects were the result of licensing agreements made with overseas manufacturers.

Investment in the iron and steel industry exceeded £A25,000,000 in 1959-60 and is expected to increase in future years. Large scale expansion of oil refining capacity is under way, involving an expenditure of about £A75,000,000. Capital expansion projects of the petrochemical industry in New South Wales and Victoria, costing in all about £A40,000,000, were in progress in 1959-60, or were due to be started soon, to make several intermediate chemicals, plastic materials, detergent alkylates and synthetic rubber. Most of these will be operating in 1961.

Australia has a framework of government, law and institutions favourable to overseas investment, modelled on the mother country. In addition to these it has a rate of expansion in industry and population together, which make it the envy alike of those countries which have too much population but not much industry, and of those countries which have plenty of industry but too little growth. Looking to the future, it seems that the interest of overseas investors in opportunities in Australia, already great, may well increase.

NEW ZEALAND

Bereft of homes by disastrous hurricanes in recent years, the people of Niue, one of New Zealand's Pacific Island territories, are being rehoused under a scheme which will not only give them the best homes of any native people on South Pacific Islands, but is also an interesting example of helping people to help themselves.

Families on Niue, a 64,000-acre island, 19 degrees south of the equator, with about 5,000 inhabitants, were made homeless by disastrous hurricanes in 1959 and 1960. Excellent progress is now being made in a rehousing scheme initiated by the New Zealand Government, which, if the present rate of building continues, should be completed by 1963, a year ahead of schedule. At the end of last January 169 new houses had been occupied and between 800 and 900 of the more unfortunate people housed. Another 479 houses had been pegged out, foundations laid for 253, and the walls of 183 finished up to roof level.

Considerable credit must be given to the people of Niue. They have received assistance from the New Zealand Government and overseas relief funds, but they are doing much to help themselves. In years to come Niue will be a housing showpiece for the rest of the Pacific.

When the hurricane of February 1959, destroyed or seriously damaged 750 houses on Niue, the New Zealand Government agreed to advance money to the Island Assembly to buy material for 450 houses. Apart from cement for foundations and corrugated asbestos roofing, local material was to be used to reduce cost. Each householder was to repay £175 (the cost of materials) for his dwelling in ten years. Relief funds from overseas were to be used to build 150 prefabricated units to be occupied rent-free by old people, and to reduce the cost of other houses by allowing a discount on materials.

The two photographs show some of the houses being built near Alofi, the administrative centre of the Island of Niue, one of New Zealand's Pacific Island Territories

WEALTH

British investments in Australia; New Zealand's Ideal Homes in the Pacific; Pakistan's earnings in exports

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

Mr. Macleod receives an oak gavel and block from Mr. Edgar Hartley, chairman of the Parliamentary Press Gallery at Westminster. Right is Mr. Lochhead, Secretary of the Gallery. The Colonial Secretary took the gavel and block to Tanganyika last week as a gift from the Westminster reporters to their colleagues in the Tanganyika Legislature

Before this scheme was properly started, a hurricane of January 1960, made conditions even more serious. Some people were reduced to living in "humpies" of corrugated iron salvaged from damaged houses; the number of dwellings to be replaced rose to 900; and the island's sawmill, a vital adjunct to the rehousing programme, was made almost unserviceable. The New Zealand Government and the Niue Island Assembly agreed to continue the existing scheme with modifications to meet changed circumstances and accelerate relief of homeless families.

A "four-year plan" requiring the construction of 200 houses each financial year until 1963-64 is now well under way. To hasten construction, New Zealand framing timber and cement wall-board will be used. The use of imported material will be progressively reduced until in 1963-64 150 houses will be built with local materials except for foundations and roofs. The money lent by the New Zealand Government pays for the material to build the shell of a two-bedroom house of 612 sq. ft., which can be extended by adding bedrooms. The occupants provide doors, windows and other extras. The shell of a detached ablution and kitchen unit and a 400-gallon water supply tank are also provided out of loan money.

The cost of houses varies between £175 and £250 according to the materials used. If the occupant repays £175 within twelve years, no further repayment is required. To ensure that houses are built cheaply, quickly and with a minimum of supervision, simple and economical designs have been prepared by the architectural division of the New Zealand Ministry of Works. Simple plans and explanatory leaflets have also been prepared for use by unskilled labour. Experienced building supervisors superintend groups of volunteer labourers using tools given by the Australian and Fijian Governments or bought with relief funds.

As well as providing neat and sturdy houses, the rehousing programme will have a number of incidental benefits. Layout and sanitation will be considerably improved, and overcrowding, which existed even before the hurricanes, eliminated.

"The people of Niue have had a hard time during the last five years," the Minister of Island Territories, the Hon. F. L. A. Gotz said recently. "Their tribulations have included two droughts (one of the worst recorded) and two hurricanes. We are helping them to recover by supplying the things they lack—money, essential materials which must be imported, machinery, and experienced supervision. Their contributions to the rehousing programme are land, hard work and local materials. The results are strong and pleasant dwellings which should survive hurricanes and last for many years."

Tunku Abdul Rahman, Prime Minister of Malaya, putts on Muirfield links, Edinburgh. With him, from left, are Tunku Ja'afar, Mr. T. D. Roberts and Mr. A. J. R. Bissett

Mr. Emmanuel Quaye, the table-tennis champion of Ghana, sits with his bag in a hostel in London before flying to Pekin to play in the World Table Tennis Championships

PAKISTAN

Between 1948 and 1960 Pakistan's export earnings have ranged from Rs. 1,180,000,000 in 1954 to Rs. 2,520,000,000 in 1951. Both these figures are, however, unsuitable for purposes of comparison, as both were produced by abnormal conditions. The 1951 figure resulted from the Korean War boom and the 1954 figure represented the end of the decline from boom conditions. Exports improved in 1955 to Rs. 1,500,000,000 and 1,610,000,000 in 1956. This 1956 figure was more representative of an average year. For instance, in 1948 the figure was Rs. 1,630,000,000. The corresponding figure in 1950 was again Rs. 1,610,000,000, before the effect of the boom had been felt. The figures for 1957 and 1958 were Rs. 1,600,000,000 and Rs. 1,417,000,000. These figures showed a definite alarming trend, indicative of the country's deteriorating economy.

This was one of the most important problems which faced President Ayub Khan when he assumed office in 1958. His Government resorted to immediate measures of economy and reform to arrest the deterioration of Pakistan's economy. One of them was the "Export Bonus Scheme" which the Government drew up with the advice and assistance of the German economic expert, Dr. W. Vocke. The stated objectives were: (i) to establish equilibrium in the foreign exchange budget; (ii) to promote exports; (iii) to restrict imports to the amount allowed by actual foreign exchange earnings.

The scheme was introduced on January 15, 1959. During 1959 Pakistan's exports rose to Rs. 1,527,000,000 and in 1960 to Rs. 1,873,000,000. This improvement is to a large extent attributable to this scheme. The basic idea is to provide an incentive to export by allowing to the exporter 20 to 40 per cent. of the net foreign exchange earning depending on whether it involves primary, semi-manufactured or finished goods. This foreign exchange can be utilised for imports of a large variety of items including machinery and equipment, industrial raw materials and a number of consumer goods.

The scheme provides that nationals of Pakistan, or firms in which they have more than 50 per cent. interest, may utilise their bonus entitlement up to Rs. 50,000 per annum for business trips abroad and up to Rs. 200,000 for opening and maintaining branch offices in foreign countries. Looking back over the operation of the scheme during the past two years it appears to have amply justified itself. It has given impetus to industrial production and stimulated the country's exports. By facilitating the supply of raw materials and machinery to industries and by accelerating commercial activity in general it has served to expand employment.

The " Eighth Wonder of the World "—the entrance to the rice terraces in the Bontoc valley in Luzon

GIANTS' STAIRS

Rice terraces constructed in the Philippines thousands of years ago

One of the most spectacular sights in the world is in the high Bontoc valley in the mountains towards the north of the island of Luzon, in the Philippines. Here are a series of terraces—stairs for giants—cut in the hillsides and altogether covering an area of over 150 sq. miles. The terraces are used mainly for the cultivation of rice and a certain amount of tobacco, and for the raising of cattle.

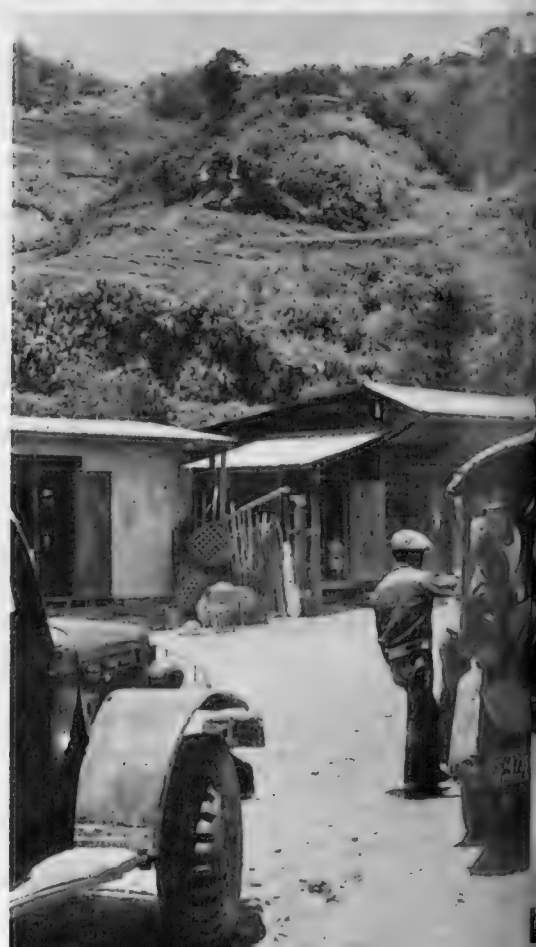
Nobody knows when these terraces came into being. It is believed that about 4,000 years ago immigrants from the Indo-Chinese ethnic area arrived in Luzon and instructed the indigenous Ifugao tribe in the science of excavating the hillsides and bolstering them with stone walls. It may well have taken 1,500 to 2,000 years for the terraces to have reached the state in which they are known to-day.

The original Ifugaos died out a long time ago but their name has been perpetuated in one of the tribes which still inhabit the Bontoc valley. The other peoples in the valley are the Bontocs and the Kalingas. All are exceptionally skilled agriculturists and each generation seems to be able to improve the land on which its livelihood depends. In the urban areas of the Philippines one will sometimes hear it alleged that the peoples of the Bontoc valley are " savages." This is entirely incorrect. It is true that in the distant years the Ifugaos, Bontocs and Kalingas were " head-hunters "—that is to say, they enjoyed killing each other. But this stricture in relation to the past can be applied to many other peoples, not only in South-East Asia.

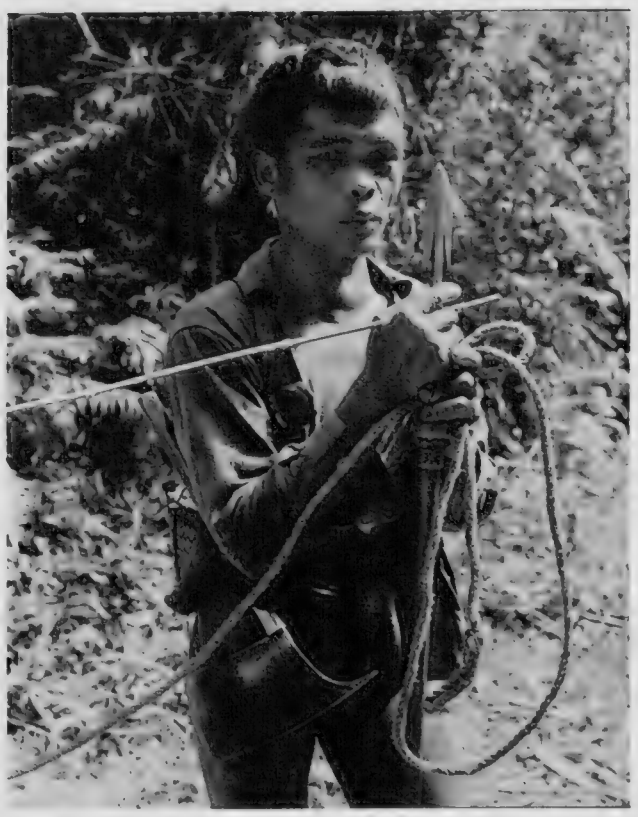
In the mid-twentieth century, the inhabitants of the Bontoc valley are as pacific as any mountain dwellers in the world. Judged by the standards of their civilisation, their homes are clean and the men and women are not only hard-working, they are also certainly among the most competent farmers in Asia. China, Japan and Indonesia all have their terraced cultivated areas. None of them can compare in size and efficiency with the " Eighth Wonder of the World " in Luzon.

A woman weaves on a home-made loom in a Bontoc village

Banaue is the centre of the mountain area



Masterpieces of human construction, the terraces have stood for thousands of years. Great skill and endurance are required to maintain them



A peasant of one of the mountain tribes is equipped for hunting

An Ifugaoan carries tobacco from his field

BRIAN VESEY-FITZGERALD

JULIUS CÆSAR—BARBER

Alton, standing at the head of the Wey Valley in Hampshire, is architecturally a rather drab little town. So far as the motorist is concerned it is virtually just one long street (A.31). And the average motorist (unless, held in a traffic block, he happens to catch sight of a name over a shop-front) is only too glad to have that street behind him and to be in open country again. The shop is a hairdresser's and the name is Julius Cæsar. Many a passing motorist, I feel sure, must have pulled up just to be able to say that he has had his hair cut by Julius Cæsar.

I will confess that it was a name over a shop-front that first aroused my interest in Alton. The name was not Julius Cæsar, but Fosbury. It interested me because there was, not very far away, another shop with the name Fosbuary. Fosbury, though it is an Alton name, is not a common name, and it struck me as extraordinary that there should be two shop-keepers, living within a few yards of each other, spelling it differently. Was it just that one could not spell? After all, Smythe is merely a mis-spelling of Smith, and there used to be a Hampshire family who spelt their name, Sykes, Sixe. Or was there a story behind it? There was, I was told, a story. The men were brothers. They had a row and one, in a fit of pique, painted out the name over his shop and repainted it with the "a" just to make sure that everyone should know that he had no connection with the man up the road.

This did not happen so very long ago. But Julius Cæsar is a very old Alton name. This one is the fifth generation of that name to own this shop; in itself no mean record. There was a Julius Cesare, an apothecary, living at Anstey (now a part of Alton) in the reign of Henry VIII. His son, Julius Cæsar—and he spelt it so—became Judge of Admiralty in the reign of Elizabeth I, and dealt with the prizes captured by Drake and Raleigh and other privateers. The Julius Cæsar who played cricket for England against Australia in 1863, was also an Alton man by birth, though he played for Surrey. He was, by the way, invited to go on the first tour to Australia in 1861, but refused for financial reasons. We are apt nowadays to bemoan the passing of the genuine amateur. I do not think that Cæsar regarded himself as a professional cricketer: he just wanted to be paid.

The by-ways of history down which a name over a shop-front can lead you ! But, then, Alton is filled with history: almost every one of the unremarkable little streets has some story attached to it. Some of the history may be apocryphal, as, indeed, may the Fosbury story; though I think that bears the stamp of truth. For example, Edmund Spenser is said to have written *The Ruines of Time* while he was living in a house in Amery Street. He may well have done so: but there is no firm evidence that he did. But Alton has a considerable place in English literary history. It was the home town, the shopping centre, of Goodyer, Jane Austen, Mary Russell Mitford, Gilbert White, Mrs. Gaskell and Mary Braddock; a sufficiently imposing list.

A street in Alton, Hampshire, looking towards the parish church of St. Lawrence

Alton can well claim to be the birthplace of English natural history. John Goodyer, the first English botanist, was born here in the reign of Elizabeth I, in a house where the Crown Hotel now stands. It is an extraordinary coincidence that it should have been an ostler at the Crown, one Thomas Legg, who first interested William Curtis, who lived in the great house next door, in botany. Curtis became the most famous botanist in the world and founded the *Botanical Magazine*, which is still being published. Legg must also often have talked with Gilbert White and may have had something to do with setting him on the path to fame. I rather think that there ought to be a plaque to Thomas Legg on the wall of the Crown.

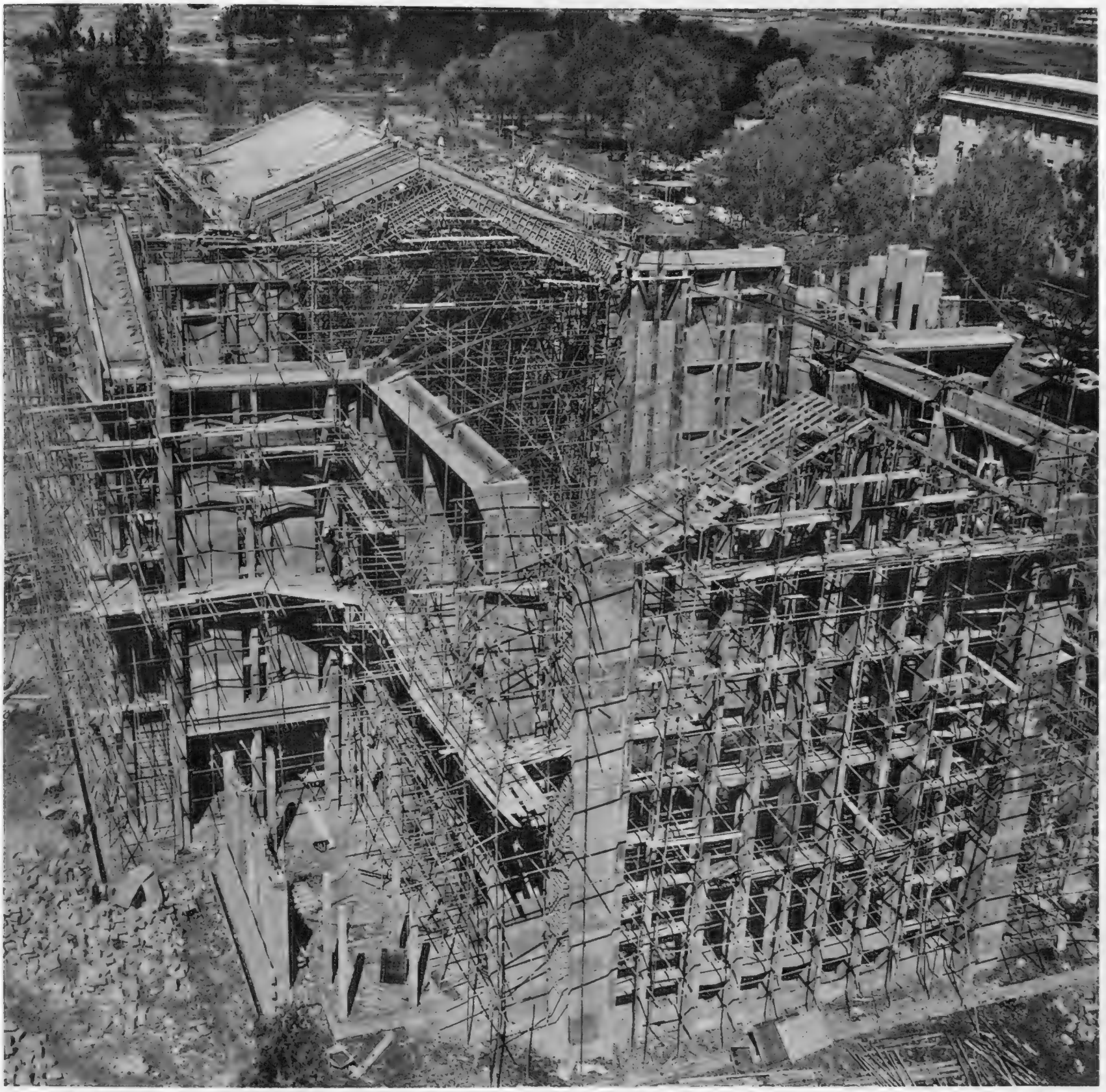
There ought to be a plaque, anyway; for Thomas Bell, who wrote the great text-books of natural history in the early years of the last century, wrote part of his *British Mammals* in the Crown, on the site where Goodyer wrote the first British botany. There is an odd side-line to all this. White and Curtis were contemporaries and near neighbours and had the same interests. They must have known each other. We know that Curtis was on friendly terms with White's two brothers. Yet nowhere in Gilbert White will you find a mention of William Curtis, the great botanist. Can it be that the curate of Selborne was no stranger to jealousy?

But the most intriguing name in Alton is Robin Hood's Butts. This is the triangular green at the Chawton end of the town. There are Robin Hood's Butts all over England, of course: after all, Robin Hood is merely a contraction of Robber-in-the-Wood, and the woods of medieval England supported a large population of robbers. But this green on the Chawton road is of particular interest, for a most enterprising band of robbers lived in the great woods around. It was this band that robbed the Brabant merchants on their way to Winchester with goods for Henry III. It was this incident which caused Henry to begin clearing the forest to the south of Alton. But he could not catch the leader of the band, even though he imprisoned one jury for failing to convict and hanged a good many suspects.

One feature of the Robin Hood legend is the story of the outlaw's single combat with Prince Edward, his defeat and the magnanimous pardon which changed him into a loyal citizen. Most people believe that this took place in Sherwood Forest, though some favour Whitby, in Yorkshire, and others Garstang, in Lancashire. I do not know of any evidence to support these theories.

It is, however, an historical fact that Prince Edward did take part in single combat with an outlaw at Long Sutton, near Alton. The outlaw was Adam de Gurdon, a younger son of an old Norman family. In those days the younger sons of gentle families seem to have entered the woods as naturally as the younger sons of Victorian gentry entered the Church. Adam de Gurdon was the leader of the band which lived in the forest around Alton, the band which robbed the Brabant merchants. He seems, in the true Robin Hood tradition, to have robbed the rich to give to the poor, and he seems to have been sufficiently popular with the local people—or perhaps sufficiently feared? —for a jury to face imprisonment rather than convict. Edward won the combat, pardoned him, and changed him into a loyal citizen.

You can make what you like of that. But I like to think that Alton, which holds so special a place in English literature and English natural history, has also some part, perhaps an important part, in the best known of English legends. An attitude which is liable to cause apoplexy in Nottingham.



Work in progress on the Cathedral of the Holy Family in Nairobi. **Left:** The old Church of the Holy Family in front of the Cathedral

NEW CATHEDRAL IN KENYA

Work is well advanced on the construction of the new Roman Catholic Cathedral in Nairobi. Its completion will be the fulfilment of plans started twenty-five years ago. At that time it was realised that the existing Church of the Holy Family (built in 1904) would soon not be large enough for the needs of the increasing Roman Catholic population in the capital of Kenya. At first it was proposed to enlarge the church, but later it was decided that an entirely new cathedral would be required. A committee was appointed to collect funds for the project in the 1940's but progress was interrupted, first by the war and then, throughout most of the 1950's, by the Mau Mau emergency. In the last three years, however, rapid progress has been made on the building. Certain modifications have been made in the original plans to give the Cathedral a style more in keeping with modern architectural ideas and to allow room for a larger congregation. The structure will have an overall length of 235 ft., with a width across the transepts of 132 ft. The walls of the nave will be 60 ft. high and on the north side of the Cathedral there will be a colonnade and a campanile, probably about 200 ft. in height, with a carillon of bells.

TRAVEL

ALONG THE DANUBE IN AUSTRIA

By **GORDON COOPER**

Next to the Volga the Danube is the longest river in Europe; for volume of water and commercial importance it takes first place. It is, however, rather a "scrambled" river. Along its course its waters are shared by various countries, several of which are behind the Iron Curtain. The ordinary traveller will find that the river journey between Passau (a German town close to the Austrian frontier) and Vienna can be made, without trouble, in a single day, and it is a pleasant way of approaching the Austrian capital. Beyond Vienna there is another steamer service going through to the Black Sea, but this involves you in having to obtain a number of visas for the various countries through which you must pass (Czechoslovakia, Hungary, Yugoslavia, Rumania and Bulgaria). No passengers are carried merely on the Austrian sector.

I propose dealing with the trip between Passau and Vienna. There are two daily summer services downstream between Passau and Vienna: a slow, stopping service, taking about 15 hours, and a faster one, with only three halts (at Linz, Melk and Dürnstein), lasting about 12 hours. As the steamers from Passau both set out at an early hour, passengers are allowed to sleep on board. There is also, incidentally, an upstream steamer service, but this takes the best part of two days, with a night on board or it may be possible to stay in an hotel at Linz.

Passau is a pleasant city in which to stay for a day, for the old town has some interesting buildings, including a cathedral, with the largest organ in the world (recitals are given daily in summer), and some attractive patrician houses and a very fine episcopal palace. There are also pleasant panoramic views of the city, the Danube and the Inn, and you can eat well in the fourteenth-century *Heilige Geist*.

Between Passau and Linz the scenery is not of outstanding appeal. The Mühlviertel district lies to the north. This foreland of the Bohemian Forest is often forgotten by tourists, but it is pleasant for a leisurely motor tour. On the banks of the Danube the only places of special note are the two comfortable and interesting castle-hotels (Schloss Marsbach and Schloss Viechtenstein), both close together but on different banks of the Danube; and Wilhering, where there is an ancient monastery with an outstanding church. Linz itself well merits a stop-over stay, for it has several fine baroque churches and houses. Nearby is the imposing Augustine monastery of St. Florian, which holds the tomb of Bruckner. He was the organist and died there in 1896.

The next stretch of the Danube, between Linz and Dürnstein, is the most picturesque and interesting. Steadily as the steamer travels downstream, the Danube panorama unfolds. Peaceful tributaries add their quota to the ever-broadening river that has been a trade route since prehistoric times. Medieval strongholds alternate with masterpieces of baroque. Most remarkable of all is Melk Monastery, the finest of all the great Austrian monasteries. Built upon a granite rock dominating the river, the Benedictine abbey occupies the site of a Roman encampment. Among the remarkable sights in this unique edifice are its noble Marble Hall, with an extremely beautiful ceiling, and the enchanting Golden Library. It is hardly an exaggeration to claim that it is one of the loveliest libraries in the world, and it contains many valuable manuscripts and books. The church is an elaborate baroque dream. From the West Terrace there is a supremely beautiful view of the Danube valley. This monastery, incidentally, is open daily to the public, but you must go round on a conducted tour.

Pleasure steamers moored on the Danube in Vienna

Unfortunately the steamer makes only a brief halt at Melk; but anyone who decides to break their journey there would be well rewarded, continuing to Vienna by the next boat, bus or train. (There is, in addition to the steamer service, a motor-boat link between Melk and Krems.)

From Melk down to Dürnstein is the 20-mile stretch called the Wachau, the most beautiful part of the whole Danube as well as being an important wine-growing district. It would be a fine place for a family holiday. Although there are no first-class hotels the hospitable inns can be recommended. There is an unsophisticated way of life among the jolly and friendly people. Not far from Melk is Aggstein, with an impressive ruined castle which features in many legends. One of the grimmest is linked with a robber-baron, "The Terror of the Forests," who starved his prisoners to death on a little ledge of rock above a precipice, a leap over which offered them a quicker exit from this world.

Farther on Dürnstein is reached. Here one can still see the ruins of the castle where King Richard the Lion Heart was imprisoned, and where, according to a pretty legend, that faithful minstrel, Blondel, discovered him in the course of his singing quest from castle to castle. On a moonlit night, with some imagination, you might even hear Blondel's song! There is, I might add, in the picturesque village a cosy Gasthof Richard Lion-heart as well as one named after Blondel. Dürnstein has some fine sixteenth-century houses; they are pressed against the rocks of the hill and come right down to the water's edge. In the church there are some beautiful paintings.

Close by is Krems and the end of the Wachau valley. While the rest of the river journey is of less appeal, the setting sun outlines the low range of tree-covered hills to the right of the river: the Vienna Woods, with their famous wine taverns and traditional entertainments. The spires of Vienna add a final zest to one's trip. The steamer halts first at Nussdorf, a Vienna suburb alongside the Danube Canal, for the Danube does not flow through the centre of the city, and the canal stands proxy. Another 25 minutes downstream brings the end of the journey, with disembarkation at the Reichsbridge, whence a taxi will take you to your hotel.

For further information, apply to the Austrian State Tourist Department, 219, Regent Street, W.1. Worth noting, too, is an Austrian tour offered by Ingham's (26, Old Bond Street, W.1) which includes steamer travel between Linz and Dürnstein, thence by motor-coach to Vienna. There is a short sightseeing visit offered at Dürnstein.

EUROPE'S MOST EXCITING CITY?

In a matter of three-and-a-half hours you can fly (BEA, etc.) from London to Berlin, Germany's largest city. Here, throughout the year, you find many exciting, sophisticated and informative highlights. There is the theatre and opera (the new Opera House opens in September); shopping on the Kürfurstendamm; cabarets and cinemas; art treasures in the museums; ultra-modern churches; delightful parks, forests and lakeside paths on which to stroll. The Eastern Zone can be seen, with no difficulty—its Pergamom Museum alone is outstanding. At the tiny Ritz Restaurant you find dishes from all over the world and all prepared at your table; the Savoy is an excellent hotel in which to stay; and after dark the Rheinische Winzerstuben is possibly the most unusual and interesting night club in Europe. For young people there is the Eierschale (jazz cellar). Not least of Berlin's attractions is its air. For further information: German Tourist Information Bureau, 61, Conduit Street, W.1.

The S.S. *Canberra* lies alongside Thompson's Wharf, Belfast, where she was built by the Harland and Wolff Company for the P. & O.-Orient Lines. The liner was launched in March last year by Dame Pattie Menzies, the wife of the Australian Prime Minister. The 45,000-ton *Canberra* is being fitted out before beginning her trials. A distinctive feature of her design is the placing of the engines well aft, thus increasing the space which is available for passenger accommodation. She will enter service on the United Kingdom-Australia-North America route in a few months' time

FITTING OUT AND TRIALS

The aerial photograph shows *Empress of Canada* undergoing her trials off the Isle of Arran, in Scotland. The 27,000-ton vessel, which is to be the flagship of the Canadian Pacific Line operating an express service between Liverpool and Canada, was to be handed over by her builders, Vickers-Armstrongs Limited, on March 29. Scheduled to enter service on April 24, *Empress of Canada* is the biggest dollar export order obtained by a British shipyard for nearly twenty-five years. The liner, which will carry 1,060 passengers, joins her two sister ships, *Empress of Britain* and *Empress of England*, as the third post-war replacement on the Canadian Pacific Line's Liverpool-Montreal run

BOOKS

A HISTORY OF SCIENCE

Ritchie Calder's new book; biography of Edison; and this week's varied list of fiction

The late, great H. G. Wells inscribed one of his books " to Ritchie Calder, and may he carry on the good work and do better than I have done." No one, in my opinion, has yet done better than H. G. Wells in his own imaginative manner, but what Mr. Ritchie Calder has done in his new book, THE STORY OF MAN AND THE WORLD HE MADE (Heinemann. 25s.), is something different and something excellent, too. With his typically vigorous style and based on his quite encyclopaedic knowledge of the whole range of scientific achievement, he has given us a most stimulating account of what man has done in the developing world of science from the earliest times. The range of such a subject is, of course, enormous, but not enormous enough to daunt the author who attacks it with a zest and a persuasive enthusiasm which carry the reader along on a swift current of interest. I found the book absorbing, even exciting, and plan to keep it by me as a reference work of value and as a magnificent example of scientific history without tears.

EDISON (Eyre and Spottiswoode. 42s.) is Mr. Matthew Josephson's biography of the great American inventor and it is monumental in more than one sense, belonging to that physical category of books once irreverently referred to by a fellow American as " thumbachers." In spite of its avoirdupois, however, this is a life well worth reading and it has been told with a certain appreciation of the entertaining. Edison has emerged in his own country as a kind of folk hero, a self-taught genius who couldn't stop inventing things, but invented them in a casual, almost accidental way. The facts, it seems, are very different. Mr. Josephson shows Edison as a key figure in the evolution of modern technology. He also explains that not unworldly side of Edison's character, which made him more than interested in the commercial uses of his discoveries. After all, when a man has invented the carbon microphone, the electric lighting system, the gramophone and the movie camera, it is not unnatural that he should want to make a little something out of them. Edison's financial reverses as well as his philosophy, his wit and his charm are brilliantly evoked in this big and immensely effective biography.

Miss Cecile de Blanke has written a further volume of autobiography in AMERICAN PLAID (Hutchinson. 30s.) and, simply and sincerely, I can say that it has been a pleasure to read it. Her first book of memoirs was concerned with her Cockney girlhood and the inheritance (strictly not a material one) from her Huguenot weaver ancestors. The second book told of Miss de Blanke's adventurous and independent life in South Africa and now the present one tells of her exploits, self-reliant and resilient as always, in the United States which she first reached during the depression of 1930. With little money and no job she tackled the difficulties of finding work, made a precarious niche for herself and then, as always, moved on, travelling from New England to the Deep South and from New York to Canada. Anyone who has read her writings before will take it for granted that she made a myriad friends. Anyone starting here for the first time will be discovering a splendidly spontaneous writer and the story of a brave woman.

RUMER GODDEN talks to Lewis Gilbert, the director of the film of her novel *The Greengage Summer*. The première of the film was on April 5 at the Odeon, Leicester Square. It stars Kenneth More and concerns a young girl's emotional crisis while on holiday in France

OPERATION SHEPHERDESS (Heinemann. 25s.), by M. André Guerin and Mr. Jack Palmer White, sets out to unravel what the authors consider to be the mystery of Joan of Arc. Their conclusions are in direct, though amusing, contradiction to the traditional story but their object has been, not to disparage the Maid, but to honour her as a French national hero though for different reasons. The writers, who are respectively French and American, a partnership which gives a certain piquancy to their work, have produced a most provocative book and a highly ingenious theory.

We are told that it is nearly sixty years since a scholarly study of King John has appeared and now comes a gifted young don, Dr. W. L. Warren, to repair the omission and to provide, with his first book, a history of KING JOHN (Eyre and Spottiswoode. 30s.) which is both illuminating and highly readable. Not quite so iconoclastically, this, too, shows a great historical figure in a new light and, in this case, adds immensely to one's understanding of him. It is worth noting that the whole text of the Magna Carta in translation is contained in an appendix to this admirable book.

The first thing to be said about Mr. Robert Muller's THE SHORES OF NIGHT (Eyre and Spottiswoode. 18s.), at the head of my list of novels this week, is that it is in every sense a mature piece of work, conceived by a novelist of genuine talent and imagination and written with an absence of fireworks, in spite of its often explosive situations, which cannot be too warmly commended. The central

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SURVEY OF ISLAM

The massive influence of Mohammed

Mohammed is sometimes presented to the Western world as the ambitious victor who swept to his conquests with fire and sword and who, especially in his later years, was a man of vast physical and intellectual activity. Less often do we see Mohammed as a man of gentleness, the messenger of God, but his tenderness towards his fellow men was none the less a deep-lying characteristic. Robert Payne brings out this duality in the prophet's nature with shrewdness and insight in his new book, THE HOLY SWORD (Robert Hale. 35s.). This is a broad cultural and religious survey of Islam from Mohammed to the present day, with Islam at the centre of things and not upon the periphery, with Islam making a massive impact upon the world in the fields of mathematics, philosophy, science, poetry, and much else besides. Too often in the past the historian has concentrated on those spasmodic explosions of Islamic power that have set the world trembling, the deeds of such as Saladin, Khalid, the Sword of God and conqueror of Spain, and Mohammed Ali, who cast his spell over Egypt. True there have been times when Islam slept, when there was neither art nor religious feeling, only the endless recitation of the Koran; but Mr. Payne's method is to see the fabric whole, and we are indebted to him for his scholarship and understanding, not least when he reminds us of the Arab world's attitude towards much that in the West is held to be progressive. To an Arab, he says, the power of God will always render insignificant the power of " the bomb."

This very point in respect of spirituality and materialism, which Mr. Payne has made in his thought-provoking book, emerges strongly in Loren Eiseley's THE FIRMAMENT OF TIME (Victor Gollancz. 16s.). In this series of lectures delivered by the author as Visiting Professor of the Philosophy of Science at the University of Cincinnati, he points out that the technological revolution has had immensely harmful results on man's spiritual development. This is a modest little volume in point of size, but one calculated to induce wide-ranging reflection.

The fifth and final volume of THE CONCISE ENCYCLOPÆDIA OF ANTIQUES (The Connoisseur. 50s.) sets out, like the others in the series, to cover a great deal of ground. Among the dozens of subjects with which it deals are miniature silver, English sporting prints, Eskimo carving and Venetian glass. The articles on smaller subjects, such as shagreen, the Egyptian revival and shawls are interesting and informative, but on larger subjects the contributors have been hampered by space; we are hurried, for instance, through five centuries of Russian silver and fifteen of Japanese armour in a few pages. All in all, this is a most important and valuable series, and the General Editor's task in handling such a wealth of material has been no light one.

No one was sent to Colditz, most famous of the German prisoner-of-war camps, unless he already had a political or escaping record. Nearly all internees sooner or later got on the escaping trail again, and many of them have written their experiences. Now comes the gaoler's turn, with Reinhold Eggers, who was on the staff at Colditz, for the greater part of the war, describing how he sought with varying success to keep the escapers in. COLDITZ: THE GERMAN STORY (Robert Hale. 18s.) is an entertaining tale of ingenuity and counter-ingenuity, with here and there a touch of wild improbability to add to the complexity of it all. The translation is by Howard Gee.

Here are two books especially for those whose interest is the sea. PAINTED PORTS (Hollis and Carter. 30s.) is an account by Captain A. G. Course of the many and remarkable vessels which sailed under the house flag of Devitt and Moore, notably in the mid-nineteenth century, that golden age of romantic sail. Oliver Warner's GREAT SEAMEN (Bell and Sons. 16s.) is a series of short biographies from the days of Drake to Cunningham and the last World War.

R. C. E.

figure is the head of a London news agency, a still-young and successful man whose façade is appropriately glittering. The man himself, married to an attractive but unpredictable German refugee whose emotional life is hinged on her mother's death in Belsen, knows that his inner truth belies that façade. His actions, with which the reader feels involved from the first pages, are the sum of this sombre, fascinating book.

THE UNSLEEP (Barrie and Rockliff. 16s.) is on one level a satire on contemporary civilisation—or certain aspects of it—and on another the story of a young marriage on the verge of disaster. Either way this mainly light-hearted tale by Diana and Meir Gillon is tremendously readable, in spite of one's natural and considerable horror at their invention of a fictitious drug which makes sleep unnecessary.

If I say that PRENEZ GARDE (Gollancz. 15s.) is a novel about a village near Dublin during The Troubles, I know that it will give the impression of a tense, tragic and possibly even depressing story of patriots and Black-and-Tans. The fact is that Mr. Terence de Vere White *has* written about just these manifestations of civil war and *has* set his story in 1920 but that even with the inevitable moments of violence or suspense this book is more concerned with love and happiness than with anything else. It is also wonderfully funny and I recommend it to anyone who is really interested in families and the way they bear with each other—or don't.

The last two novels are from America and as contrasted in style and content as two books could well be. SAIL A CROOKED SHIP (Hutchinson. 15s.) is by Mr. Nathaniel Benchley, son of one of the wittiest men of this century and a pretty funny man in his own right. His novel is concerned with an elderly merchant ship and with the most inept bunch of pirates who ever hi-jacked a timid young couple. Very amusing stuff. THE LAST BARBARIAN (Secker and Warburg. 18s.) is the work of Mr. Jan Carew who was born in British Guiana some thirty-odd years ago and has followed a number of professions, acting, broadcasting and lecturing among them, before turning to writing and to what is obviously his real *métier*. He writes here about Harlem since the war and about a Brazilian painter who is also an acute observer. Excellently done and full of feeling.

Vernon Fane

A FRENCHMAN ON BRITAIN

Messrs. Ernest Benn's edition of Elie Halévy's monumental HISTORY OF THE ENGLISH PEOPLE IN THE NINETEENTH CENTURY has now been published in paperback form. The six volumes are: 1. " England in 1815 "; 2. " The Liberal Awakening (1815-1830) "; 3. " The Triumph of Reform (1830-1841) "; 4. " Victorian Years (1841-1895) "; 5. " Imperialism and the Rise of Labour (1895-1905) " and 6. " The Rule of Democracy (1905-1914)." Each volume is priced at 12s. 6d. Halévy did not produce his work in strict chronological order. Having dealt with the early years in the first three volumes he turned his attention to the period covered in the last two —1905 to 1914. When he died in 1937, he had not completed " Victorian Years." His English publishers invited Mr. R. B. McCallum, now Master of Pembroke, Oxford, who wrote the general introduction, to contribute a supplementary essay to link this volume with the concluding ones.

Other Frenchmen, notably Taine, have written on English history, but none have approached it with quite such genius as Halévy. The term " English " is, of course, used in the Continental sense and means " British " and Halévy shows himself to be the son of a dramatist by the manner in which he unfolds the drama of Britain's development from Waterloo to the outbreak of World War I. His understanding of British institutions and society is exceptional. The paperback volumes will enable a still wider public to enjoy a masterpiece of history as it should be written.

C. D.

Goldenmane the Fox (Kevin Miller) and Sharpears the Vixen (June Bronhill) with their cubs in a scene from Janacek's opera

THE CUNNING LITTLE VIXEN *at Sadler's Wells*

Owl (Julian Moyle), Hen (Sheila Amit) and Rooster (Soo Bee Lee)

The reputation of the Czech composer, Leos Janacek, is based outside his native land mainly on two operas *Jenufa* and *Katya Kabanova*. At Sadler's Wells the first production in London of another of his works, *The Cunning Little Vixen*, has given opera lovers a chance to amplify their knowledge. Written late in Janacek's life, the work is full of his exuberant love for nature. Its outward form is the tale of a vixen who is captured, escapes, is married, has cubs, and is shot. It is an immensely difficult opera to stage without falling into whimsy, with its animals played by children. Janacek placed no dividing line between animal and human behaviour.

The Badger (Charles Draper) and the Crickets

The Vixen and the Forester (Neil Easton)

RESEARCH IN ANTARCTICA

A snow-plough burrows through the Antarctic snow

Naval personnel scrape loose snow from the sides of the tunnel at the Byrd research station

The corrugated steel sheets are placed in position over the trench to form the roof

United States Navy personnel of *Task Force 43* are working on a new research base in Antarctica. The base, named Byrd Station after the famous American polar explorer Admiral Byrd, consists of a deep trench cut into the snow by huge snowploughs and covered by corrugated steel arches which form the roof. Structural supports fixed to the roof rest on a series of weight-spreading pads on the surface of the snow. The station will serve as an observatory for the study of the morphology, direction, movement and colour of auroral displays and will enable a comparative study to be made of the *Aurora Australis* and the *Aurora Borealis*. The project, including scientific instruments and other supplies, will cost 198,000 dollars (£70,000) and it will be linked to another station thirty miles away, because such a programme depends on two stations taking simultaneous photographic and visual observations. All men working on the project receive special instruction in dealing with the numerous crevasses in the area.

A section of the completed roofing

INDUSTRY AND THE STOCK MARKET

GILT COMPLEX

By "THE SPHERE" CITY CORRESPONDENT

" People have found that buying furniture on hire purchase is a more genuine method of saving than the acquisition of savings certificates. At the end of the period they have at least got the furniture, even though part-worn, instead of an amount of money still more part-worn in that it no longer suffices to purchase the desired articles." This startling assertion was made the other day by the Hon. David Montagu, managing director of the eminent merchant banking house of Samuel Montagu and Co., in a brilliant analysis of the respective merits of investing in fixed-interest securities and industrial Ordinary shares. " People," he added, " who have been dependent on the income from small quantities of gilt-edged which represent in many cases their total assets or the hard-earned savings of their forebears feel themselves to have been victims not only of inflation but of a monumental confidence trick by the Government and it is bitter for them to realise just how much their capital has shrunk whilst it has been pledged to the securities of the country."

What has happened is that many thousands of unsophisticated investors, trained to believe that a British pound would always be a British pound, have had to face the brutal truth that steady inflation has eroded the value of currency and therefore the capital value of fixed-interest stocks. Just after the last war the widely-held 3½ per cent. War Loan could have been, and indeed was, bought at £108 for each £100 worth nominal of stock. A yield of £3 10s. a year guaranteed by the Government through bad times and good, seemed attractive in those remote and austere days. To-day, each £100 worth of stock is quoted on the Stock Exchange at about £57. The yearly £3 10s. a year interest has lost half its purchasing power. No wonder the small investor talks about " confidence tricks."

Because gilt-edged stocks were at one time considered as good as gold from the point of view of safety, investors were prepared to accept a lower return on them than from what they considered the more speculative stocks of industry. The difference between the two was known as the " yield gap "—say, 4½ per cent. from an industrial share and 3 per cent. from gilt-edged, leaving a 1½ per cent. gap. No clearer indication of the low esteem to which gilt-edged stocks have fallen can be given than the fact that this gap has become a " reverse yield gap "—the return demanded from the suspect gilt-edged now being greater than that available from good industrial equities. At present the yield from War Loan is more than 6 per cent.; from the Ordinary shares of Imperial Chemical Industries it is 3.8 per cent. This reverse gap is likely to broaden rather than narrow over the years.

A distinction must, however, be made between the two main classes of Government stock—the redeemables and the irredeemables. The former are those to be repaid in cash by the Government on a stated date and there is, therefore, a floor of some sort under them. If £100 worth of stock nominal is to be repaid at £100 in three years, clearly its Stock Exchange price will not fall too far below £100. If the redemption date is twenty years away, the risks of a further fall in the value of money in that period are far greater and therefore the prevailing Stock Exchange price will tend to drop much further below £100. For the irredeemables, those which are unlikely ever to be repaid, there is no floor. Consols 2½ per cent. and Treasury 2½ per cent. have sunk to only around £40 for each £100 worth.

The lessons for investors from all this seem only too obvious. They are that fixed interest investment, particularly in Government stocks, must be avoided at all costs and that the only investment with a built-in safety-belt against the shocks of inflation are industrial Ordinary shares. Broadly, this is true, but there are important qualifications. A favourite saying of investment advisers over the past few years has been " Don't sell good stocks " with the implication that market setbacks in the prices of " blue chip " shares must be only temporary and recovery is bound to follow. This has by no means always been sound advice. A holder of Associated Electrical Industries shares would have seen a loss of about 44 per cent. of his capital in the last five years.

In 1955 Babcock and Wilcox were widely tipped as probable fortune-makers from the nuclear power programme, yet investors would have seen more than half their capital disappear since then. It may well be that there will be a recovery in these shares in the coming years. But it is anybody's guess how long investors must wait to see their original capital restored. On the other hand, it has been almost impossible not to fare well from investing in the consumer trades. A buyer of Marks and Spencer shares ten years ago has seen his capital multiplied many times and the return on his original investment has been high.

Mr. Montagu believes a healthy gilt-edged market is important and he has suggested some measures which might restore its popularity. They include death duty concessions, tax exemption on interest and, in the event of a capital gains tax, exemption from it on redemption payments. It is doubtful if these steps would be effective. He foresees: " The future prospects of the gilt-edged market, taking the long term, must I think be regarded as unfavourable . . . inflation seems bound to continue although the pace under good government should be slower and more controlled . . . a gentle erosion of values in the purchasing power of currencies must take its toll of the fixed-interest market."

GOOD LIVING

By Ganymede

The absence of a worthwhile gastronomic guide for Great Britain similar to the *Guide Michelin* for France and some other countries is often lamented. Many times I have heard it suggested in discussion that all that is lacking is the necessary enterprise and backing. I dread to imagine what such a guide might be like. I am afraid we just do not possess the same appreciation and interest in good cooking as the French. The existing guides for motorists which judge hotels and restaurants on grounds of comfortable beds, adequate sanitation and similar criteria, are perhaps all we need and deserve, for the time being. Speculating on this subject further, one wonders where we would find the necessary experts who could be relied on as arbiters of gastronomic standards. Should such rare beings be available, it is quite devastating to contemplate the extreme slimness of the volume which would emerge from their investigations as a culinary guide to Britain. . . . Besides, there is the difficulty of our attitude to food and wine generally. It is much more a question for most of us of finding a place where we can get a passable meal en route, than making a special journey for the sake of eating a famous *specialité de maison,* or making a detour to sample the cooking or the cellar of an inn recommended by the guide-book.

By the way, I am well aware of the fact that culinary guide-books, other than those published by the motoring organisations, exist in this country, but with due respect to their compilers, I cannot accept any of these to be on a par, or in any way comparable with, such a serious work as the *Guide Michelin.* I do hope, however, that one day, in a few years time, if our standards in food and wine continue to improve, and the so-called experts and the public alike become really discriminating, we shall have such a guide. It will help the tourist, the business traveller and the holidaymaker, and will act as a spur to the caterers, who will, naturally, want to be included and given a good classification.

In the meantime we can, every one of us, appoint ourselves as judges, and collect the best eating and drinking places in various parts of the country, awarding one, two or three stars to specially deserving places. In my own list the Vineyard at Colerne (Wilts) has three stars, which suggests, in the words of Michelin wisdom, that it is one of the best tables of the country, " well worth the journey." This charming restaurant was developed from modest beginnings by George and Iris Fuller, and is still under their close personal management. Here is that situation so rarely found in this country, where the owners themselves actually do the cooking as well as " manage " the place. Mrs. Fuller is a most enthusiastic and discerning cook and her husband one of the finest connoisseurs of wine, as well as food, I know. He keeps a unique cellar of the rarest wines.

On a recent visit this was the unforgettable dinner served: Fillet of Sole Vineyard, Braised Quail, Loin of Lamb in Pastry, with sauté potatoes, cauliflower and garden peas, Chocolate Rum Mousse with hot chocolate sauce, ice-cream and cream, coffee. The first course, as one would guess, is a house speciality created by Mrs. Fuller. The fillets of sole are first poached in champagne, then grilled, and finally served with a sauce hollandaise flavoured with sherry. The quail, flown over from Spain, were exquisite in their tomato-and-wine sauce, and the pastry casing in which the lamb was cooked was superb. The pudding, another speciality, has to be eaten to be believed.

With such a magnificent dinner we were treated to a fabulous selection of wines, none of which is, in fact, included in the " ordinary " wine list of the Vineyard. Some of them can be found on its other list, reserved for the more serious wine-loving clients and entitled " The Vineyard Collection of Old Masters "; others came from the owners' private cellar. In case readers should question the fairness of my reporting, I must hasten to add that the list of " Old Masters " is so full of vintages, very old and not so old, but unobtainable elsewhere, that to see this catalogue of rarities is alone worth a special visit.

We had Moët et Chandon 1953 as an aperitif, and a rather unusual Graves—Château Laville-Haut Brion 1953—with the first course. This was a surprise to me as the Riesling fruitiness coupled with a fresh dryness was quite unexpected in a white Bordeaux. This was followed by two clarets from adjoining Médoc vineyards, a Château Brane-Cantenac 1929 and a Château Cantenac-Brown 1926. While both were excellent, the younger of the two had just a little more maturity and finish in comparison. I had made a careless remark some time earlier about my lack of interest in sweet wines, such as Sauternes, drunk with dessert, and I had to retract every word when I tasted the Château d'Yquem George Fuller poured into our glasses. It was an 1899 vintage, which had lost all its cloying sweetness leaving only the delicate, noble fruity flavour of nectar reminiscent, very slightly, of tangerines. I heartily agreed with my host when he expressed the view that a noble Sauternes should not be drunk before it is at least forty years old. The Hine 1935, bottled in 1958, was a fitting conclusion.

With such a record as that of the Fullers I cannot fail to have great expectations for their next venture. They are restoring a beautiful Tudor and Jacobean manor nearby, Cheyne Court, to make a quite exceptional luxury hotel and restaurant. Part of it is completed and the lunch we had there the next day was remarkable—but that is another story.

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Sir Edward Thompson

As chairman and joint managing director of John Thompson Limited, Sir Edward Thompson is a highly influential figure in British heavy engineering. Next week he leaves for South-East Asia as the leader of a Trade Delegation sponsored by the Board of Trade and Federation of British Industries. Since he became chairman in 1947, John Thompson Limited has developed, in addition to its manufacture of boilers, pressings for the motor industry and pressure vessels, an ever-increasing stake in nuclear power stations. In 1955 the firm joined with Associated Electrical Industries Limited to form the A.E.I.-John Thompson Nuclear Energy Co. Ltd. And last year this company in turn entered into partnership with The Nuclear Power Plant Co. Ltd. to form The Nuclear Power Group. Sir Edward is closely concerned with both these consortiums. The great-grandson of the founder of the firm, Edward Walter Thompson was born in 1902 at Wolverhampton. He was educated at Oundle and Trinity Hall, Cambridge, where he read engineering. He joined the family firm in 1924; became a director of John Thompson Water-Tube Boilers in 1930; and joint managing director of John Thompson in 1936. A man with a strong sense of civic responsibility, Sir Edward is a Justice of the Peace in Shropshire and chairman of the Birmingham Regional Hospital Board. He was High Sheriff for Staffordshire for 1955-56, and president of the British Engineers Association for 1957-59. Married with one son and three daughters, he lives at Gatacre Park, near Bridgnorth, in Shropshire. His hobbies, when he can find time for them, are shooting, fishing and gardening

FRUSTRATING THE BURGLAR

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

How often do you hear a burglar alarm ring, and when you do, what do you do about it? When I leave my office each night, walking along some of the shopping streets of the West End, a week seldom goes by without my hearing one or two loud alarm bells clanging away; but I am afraid that to me they are mainly crying "Wolf, wolf," since one has heard them being tested or wrongly adjusted, at about closing time, so often. It is still a frightening thought that during one of the recent bank robberies, in which a murder took place, the alarm bell was ringing steadily. Most of those people who heard it thought it was testing, too. In recent years British business has been suffering rather heavily from robberies, sometimes with violence thrown in; this is partly perhaps because thieves are getting more painstaking in their nefarious job and at the same time rather more used to weapons. But it is also partly because not all businessmen ever give much thought to protecting their valuables—or go in for utterly lopsided protection.

Payroll robberies, for example, have frequently been reported in recent years where the person sent to collect quite large sums in cash, perhaps an elderly woman, had been going regularly without protection, week in and week out, over the same route. There is more than one approach to this, certainly; the unobtrusive individual may stand less chance of attracting thieves' attention than the armoured delivery van, which itself is not invulnerable, but often personal collection is merely used as a matter of custom rather than of any subtlety. One of the few forms of crime that has definitely been increasing lately is "robbery against the person," and it has been increasing most where fairly large sums are concerned. There may be no universally applicable answer to this, though perhaps the steady spread of wage and salary payment by cheque may obviate it in the end.

Although there are several companies which are prepared to offer guards and protective transport for such collection or movement of valuables, the main business of selling business protection against robbery is a matter of static defence of one's own premises; burglar alarms, guards, and finally safes. Each continues to become more elaborate.

A Chubb main strongroom door in the closed and open positions, showing the massive thickness of the metal and the twelve heavy bolts which engage behind the rebates in the locked position. The two keyless combination locks are fitted with anti-observation shields; each lock has over a million different combinations. **Left:** This Chubb anti-blowpipe safe is strongly resistant to oxy-acetylene torches, drills and explosives

Many insurance assessors reckon that the best form of alarm, which over the years has caught the highest number of burglars, is the telephone alarm system. This is the kind which when actuated dials 999 or is directly linked to a local police station relay, and when the police reply delivers a pre-recorded message giving the address and name of the premises. Its main virtue as a thief-catcher is that it is inaudible on the spot; the intruder need never know he has set it off. It is particularly useful where small offices may contain large amounts of cash or valuables. Burglar alarm manufacturers use a wide variety of actuating mechanisms to set such alarms off; thin wires of different kinds, pressure pads under carpets or linoleum, point connections that are set off when a door or window is opened at the wrong time, and the like. The invisible ray of infra-red light actuating a photocell is used fairly often nowadays, though some alarm manufacturers still consider it the most expensive system and the one most likely to go wrong. Other systems without physical connections, such as ultra-sonic beams, strongrooms and where an alteration in internal pressure outside business hours sets off the alarm, have more recently been tried out.

Often the guard and the alarm work together; a guard patrolling a factory or large office, for example, may regularly operate time switches which would set off an alarm if he were more than a few minutes off schedule. But the ordinary caretaker may need reinforcement with guards trained specially for the job of dealing with robbery; companies such as Night Security and Securicor provide night guards for offices and factories on a contract basis. These, too, work on a system of ringing in to headquarters at regular intervals, or are contacted by mobile patrols from the corps headquarters at irregular intervals.

Safes, however, are what most people think of when one talks about protection against burglary; and this is a flourishing business, though manufacturers complain that owners who haven't had a burglary often wait as long as seventy years before replacing a safe or even having it refitted. Burglars don't wait seventy years before changing their methods; nor can lock and safe manufacturers afford to. Most of them have been in this business a long time, like Chubb, Milner Chatwood, Tann, and Hobbs—"Customers expect a safe manufacturer to have achieved some security himself." But they cannot afford to remain traditional. "There is no such thing as a burglar-proof safe," Mr. Geoffrey Chubb once said to me. "Anything you can make you can break. Even anti-blowpipe alloys and anti-explosive alloys will have been shaped in furnaces; so in theory they could be taken apart—if the burglar had the time. What an honest safe-maker is selling is time."

A burglar, these experts say, fails for one of three reasons—lack of skill, lack of implements, lack of time. Very often he does not know enough; rather less often, he may be short of the right tools for the job. He can attack a safe at various points. On the back, sides, and top, he needs a hole big enough to put a hand in. On the lock itself, a hole big enough to insert a lever may do. Protection, therefore, has to be distributed around the structure of a safe according to these possibilities. We tend to think of a safe as being designed purely to withstand the attack of thieves; but fairly often safes have an entirely different purpose, the defence of valuable records against fire. And one difficulty of the safe manufacturer is that the two forms of protection may, after a certain point, be mutually exclusive. Against fire the main materials for protection will be non-conductive materials such as gypsum and diatomaceous earth. Steel, which of one kind or another is still the main protection against burglary, gives very little protection at all against fire, though one can put a strongbox inside a fireproof cabinet.

One can buy strongboxes and small safes from a few pounds upwards: they may not cost much more than a good suitcase. The more serious proposition in terms of protection may well run into hundreds. And where one is dealing with really massive strongrooms and vaults, safe-makers such as Chubb may simply make the door, a massive and complex portal that alone may cost tens of thousands of pounds. The maker can give a pretty precise estimate of how long any safe that he sells will hold out against the latest methods of the cracksman, to within minutes. But no maker guarantees a safe; he cannot be sure of the new methods that burglars, who are restless innovators, may deploy, and equally importantly he cannot be sure of the circumstances and general standards of carefulness in which his equipment will be used. Moreover, with the smaller sizes of safe the modern burglar may take steps to gain himself the time that the manufacturer has built into its construction. There have been several cases recently of burglars arriving with a van and taking away the whole safe bodily from offices, to be opened later at their leisure.

Safe locks are the most complex of a family of fastenings that ranges down to simple catches. Millions of locks are made every year, few of them offering much more than minimal security—though any lock, plus a reasonably strong bolt, is better than nothing. Not even the simplest are easy to "mass-produce." Simple or not—from the safe to the front door lock—these are one of the few things made nowadays of which every example should ideally be different.

ADOLF MORATH PHOTOGRAPHS

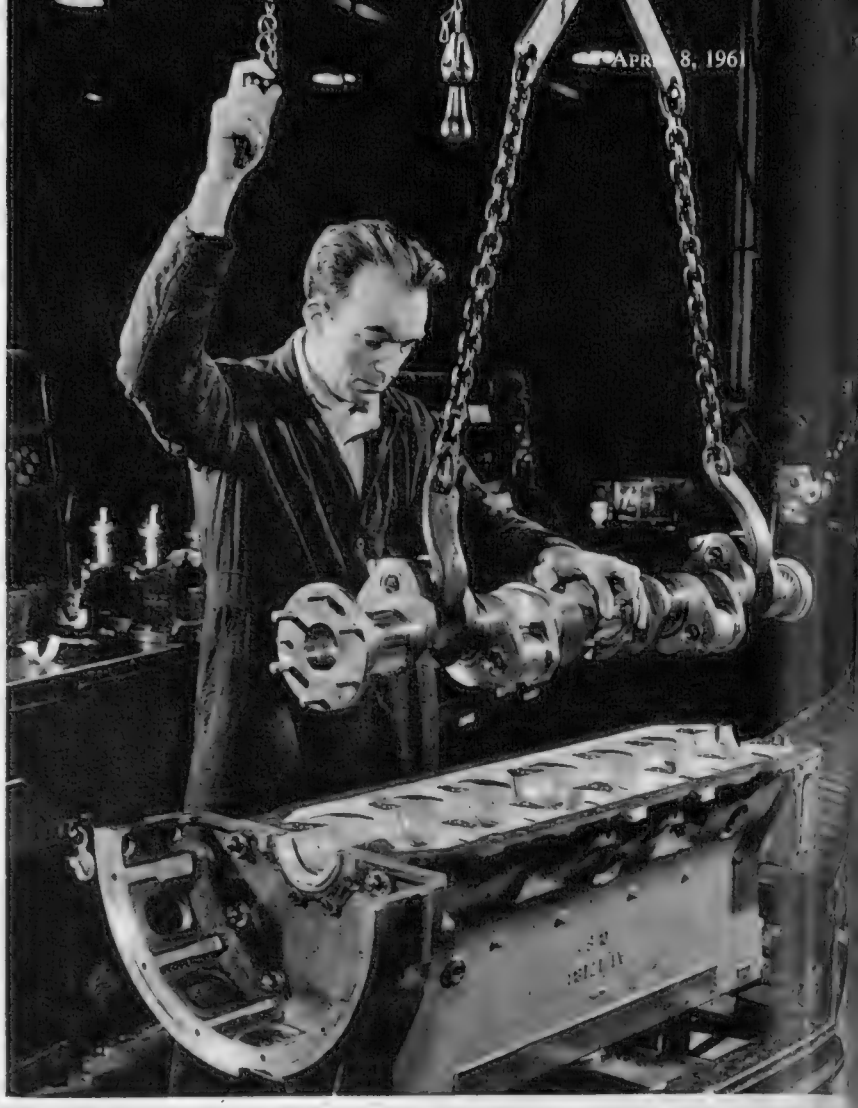
BRITISH INDUSTRY

The A.E.C. Works at Southall

It is as the builders of London's buses, from the early days of the famous " B " type double-decker before the First World War, that A.E.C. is known to most people. But the company makes far more buses than the red vehicles for London: there are A.E.C. buses carrying loads of passengers throughout a large part of the world. In addition, it manufactures a wide range of heavy-duty vehicles, including the Mammoth Major eight-wheel lorries; pumping sets; compressors; and engines for marine, agricultural and constructional purposes. Currently A.E.C. are building a fleet of 1,150 Routemaster buses for London. To achieve its output, the company employs a total of 4,800 people. The works area of the Southall plant covers 59 acres.

Production at Southall faces a problem which the motor industry does not have to cope with. Each of the jobs is very largely custom-built from standard units. This means that the works operates on a batch production system, instead of the wholesale standardisation of parts and assembly in a big motor-car works, where thousands of identical models are turned out. But great care has been taken with the organisation of flow lines and conveyor-belts to permit the most efficient handling and assembly of standard components needed in quantity. Basically the machine lines at Southall form a huge " U " inside which are sited the assembly and store sections. Over the past few years A.E.C. has concentrated at Southall on the machining and assembly of engines and gear-boxes, and on the final assembly of chassis. (The machining and assembly of axles has been transferred to an associate company at Alcester.) There are machine lines for such parts

(*Continued on page 68*)



At the start of the engine assembly, the first operation is mounting the crankshaft in its bearings. Engines are put together on a roller conveyor for the first part of the work and then on a power-operated assembly track to be finished off. All components are first thoroughly washed and cleaned

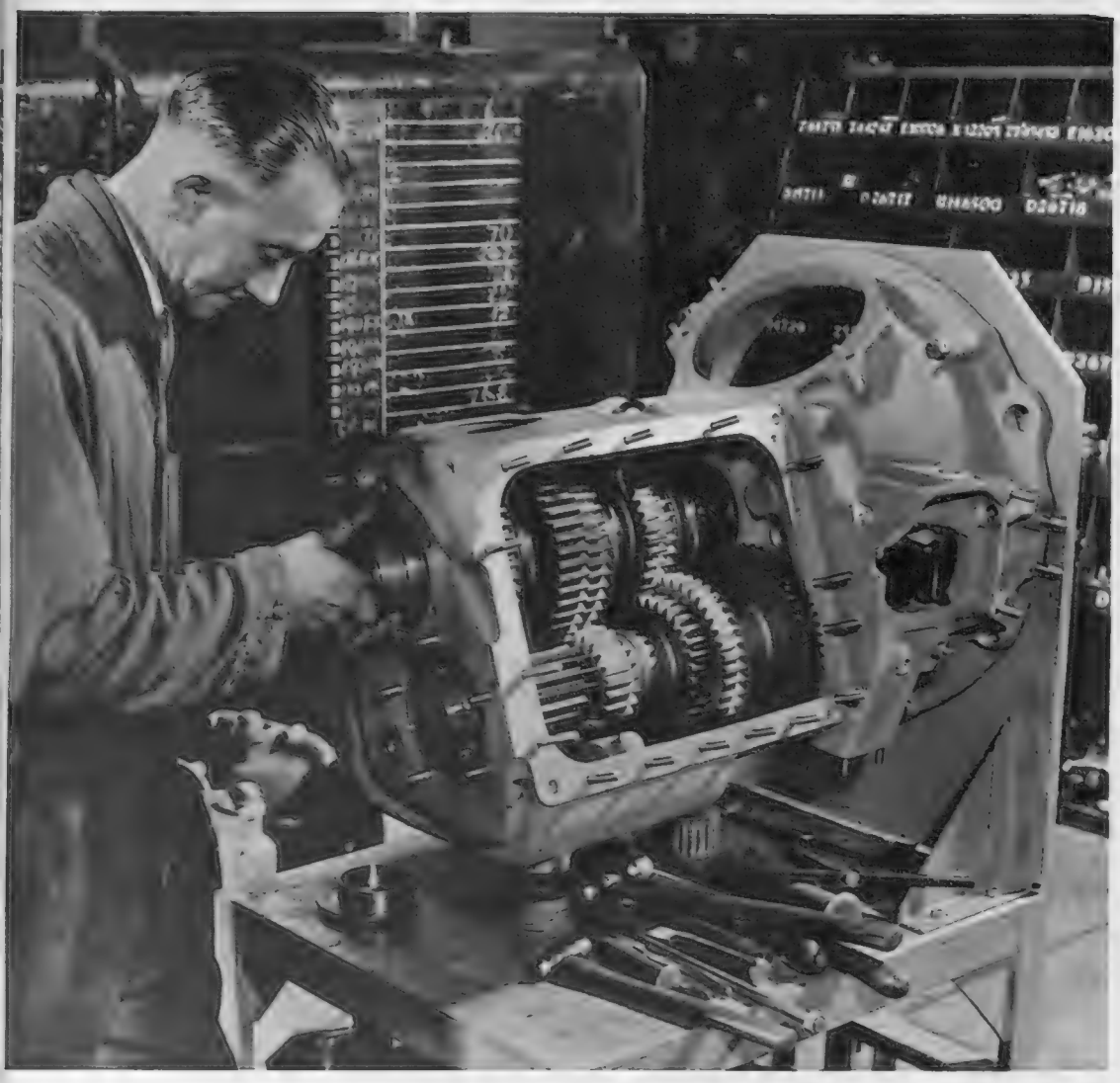
Left: Fuel injection pumps, having been received from the makers, are tested and set on a special machine before being mounted on the engine

A completed engine is lifted off the end of

One of the stages on the power-operated track for engine assembly is the mounting of the pistons and connecting rods

eyor to be transported to the test house

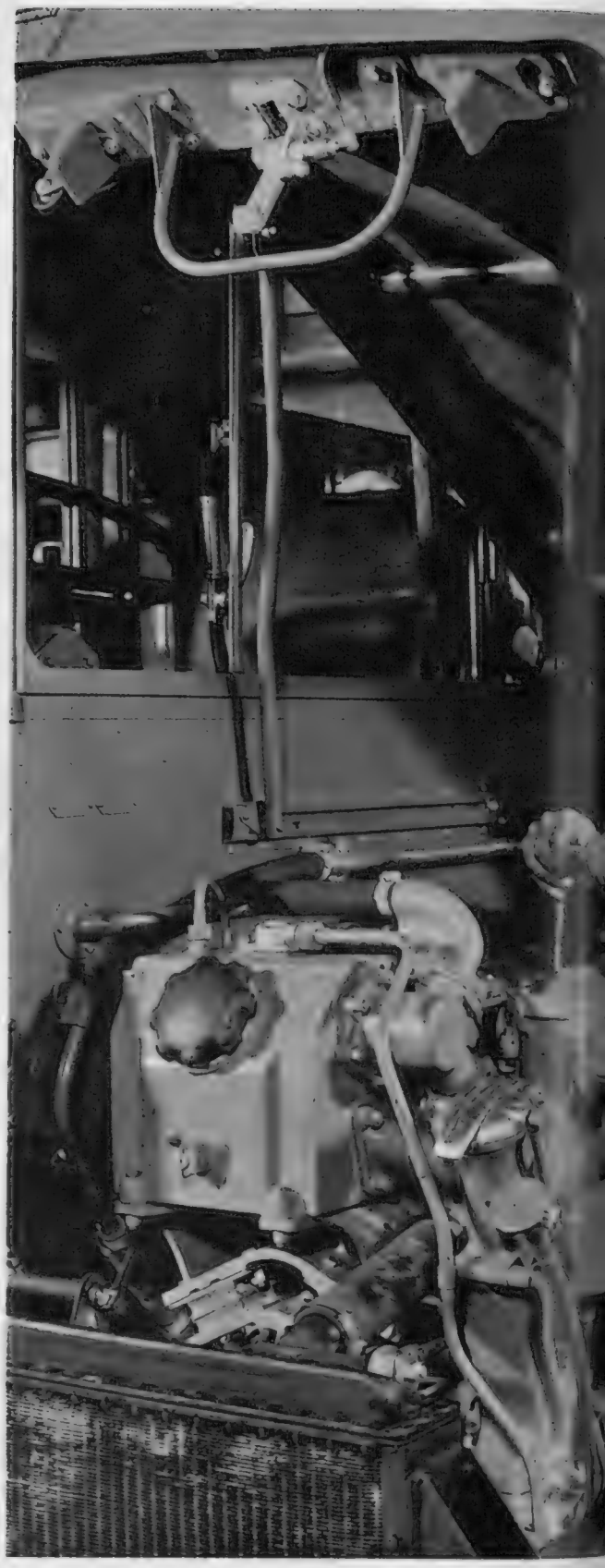
An engine is mounted on the dynamometer stand for testing, which includes a full power run



Gear-boxes are assembled on special trolleys carried on a power-operated conveyor installed in the floor

THE A.E.C. WORKS AT SOUTHALL

An engine is mounted into a goods-type chassis on a moving-floor conveyor



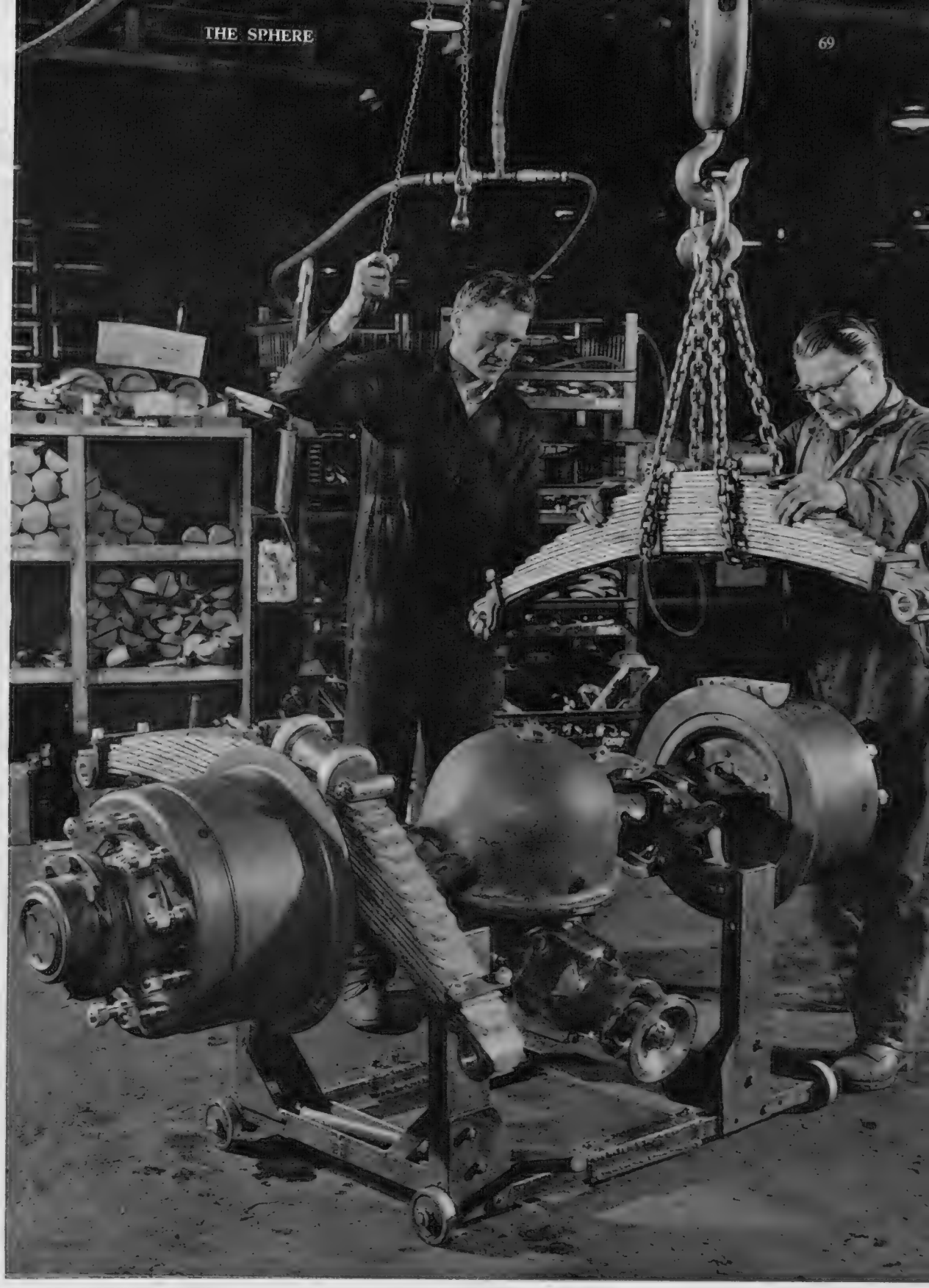
Final adjustments are made to the power unit of a Routemaster bus

(*Continued from page 66*)

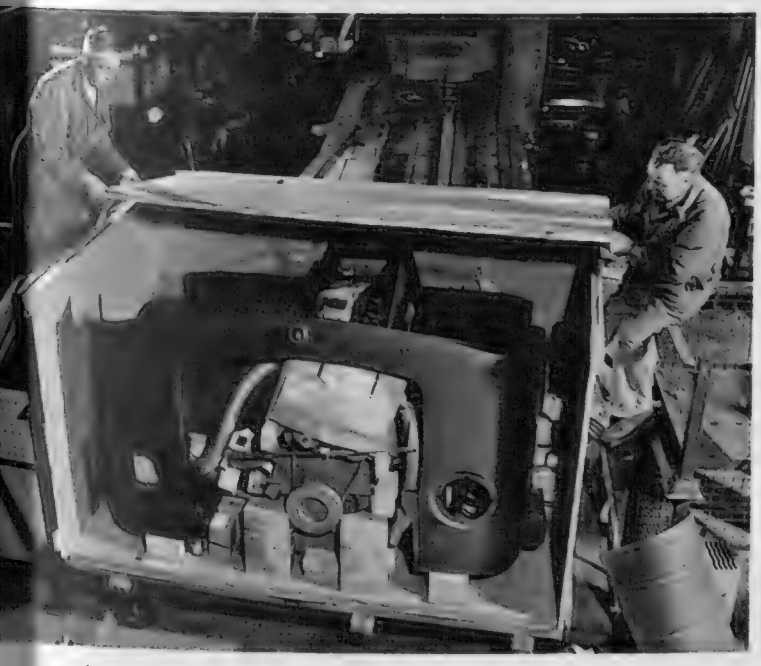
as sumps and crankshafts and special flow lines for such items as cylinder heads and valve rockers. The output from both these types of line meet at various assembly points, which in turn cover engines, gear-boxes, steering-boxes, small units, structures, frame erection, electricals and chassis assembly. Forklift trucks and special hoisting equipment cut any man-handling to a minimum. An important part of the scheme is an IBM 604 electronic calculator sited in the Production Control Department. In addition to working out such necessary matters as wages and salaries, the calculator is used to control the supply of materials and parts going into the stores and the factory. It has enabled scheduling time to be reduced from six months to one month.

Future developments at Southall to cope with the world-wide demand for motorised transport include expansion schemes to increase the chassis assembly capacity by 50 per cent., and the engine machining and assembly capacity by 100 per cent. Increased output means that greater use can be made of automatic plant and transfer lines. Most of the major components for engines are either machined on flow lines or will be in the near future. A transfer line is also being installed to machine the casings of a new range of gear-boxes being put in production.

livery to London Transport



Road springs are mounted on a completely assembled axle, received from an associate company



An increasing number of chassis sets are exported, generally in packs of one to four sets. Being packed is part of a goods chassis. **Right:** An important section of the Southall works is the spares stores

MOTORING

CUTTING THE ACCIDENT RATE

Heavier penalties under the Road Traffic Bill

By **COURTENAY EDWARDS**

Every motorist in his right senses will welcome the Government's Road Traffic Bill, which is due to have its second reading next week. It is an undisguised attempt to cut the mounting accident rate by threatening heavier punishment for the bad, selfish driver who imperils the lives of others. The biggest deterrent of all—if the Bill is passed as it stands—will be the provision for automatic disqualification for not less than twelve months for seven serious traffic offences: manslaughter, causing death by dangerous driving, dangerous driving (if proved within three years of a similar previous conviction), drunken driving, racing, driving while disqualified and driving while uninsured.

There will also be automatic licence suspension for not less than six months if a person is convicted of one or other of twenty-three serious offences three times within three years. These offences include sixteen for which the courts would be able to impose disqualification at their discretion. Maximum fines will be much heavier and in many cases they will be doubled. In the case of careless driving the increase is from £40 to £100. The Bill adopts a cautious approach to the question of blood, breath and water tests. It proposes to allow the courts to take the results of any such tests into consideration when dealing with cases of alleged drunken driving.

These tests will be voluntary, but the Bill makes it clear that refusal to take a test will probably weigh heavily against the accused. One of the most important features of the Bill is that it re-defines what is meant by driving under the influence of drink. A person will be considered unfit to drive " if his ability to drive properly is for the time being impaired."

The new gran turismo version of the Sunbeam Alpine to which I briefly referred last week, will be known as the Harrington Alpine. It is being marketed with the full approval of the Rootes Group and will, in effect, be a fast, lively, two-seater saloon. The folding hood is dispensed with and the fixed head, made of glass fibre, has two windows on each side, whereas the standard Alpine with detachable hard-top has only one. The rear-opening quarter lights give draughtless ventilation, and the fact that the folding hood is dispensed with gives more space behind the seats for luggage or the occasional dwarf passenger. Access to the generous luggage space is provided from inside the car as well as by way of the external lid and the boot is fully carpeted.

It is obvious that this special version of the 1.6-litre Alpine, which is one of Britain's best-looking sports cars, will appeal to those who want a closed two-seater with plenty of headroom and which is comfortable as well as fast. With normal engine tune the Harrington Alpine will cost £1,225, including tax, compared with £986 for the standard Alpine. Three stages of engine tuning are available for £25, £75 or £215 extra.

The first stage steps up the power from the normal 80 b.h.p. to 88 at 5,500 r.p.m. Stage two gives 93 b.h.p. at 5,700 r.p.m. It is intended for the keen driver who wants to take part in competitions but still wants a smooth, economical engine performance for ordinary, day-to-day use. For £215 you get the full treatment, including the fitting of Weber carburettors, which help to give 100 b.h.p. at 6,200 and permit a cruising speed of 100 m.p.h. This exciting new version of the Alpine is a product of Thomas Harrington Limited, of Hove, Sussex (who make and fit the new head), and George Hartwell Limited, of Bournemouth, Hants, who do the engine conversions.

The Harrington Alpine—a new gran turismo version of the Alpine

The pick-up version of the Morris Mini-Minor

In spite of the spectacular success of the new E-type Jaguar at the Geneva Show one was painfully conscious of the fact that British cars are being out-sold on a big scale in Switzerland by the products of West Germany, France, and Italy. The best-selling British make in this tough market — Ford of Dagenham — claims only eleventh place in the order of popularity last year, with the list headed by Volkswagen (16,422 sales, or 18 per cent. of the market) and the German Opel (14 per cent.). Next come Renault (9 per cent.), Fiat (7 per cent.), German Ford (6 per cent.), Citroen (6 per cent.), Peugeot (5 per cent.), D.K.W. (5 per cent.), Simca (4½ per cent.), Mercedes-Benz (3 per cent.), and Ford of Dagenham (2½ per cent.). The overall sales picture in 1960 is that West Germany topped the list with 45,971 sales, followed by France with 22,165, Italy with 8,240, and Britain with 7,674.

Yet Britain last year shipped 1,000 more cars to Switzerland than in 1959 and twice as many commercial vehicles. The Rootes Group, who claim a 40 per cent. sales rise in Switzerland in 1960, made a show-time gesture of determination to do even better by announcing price cuts in their Hillman range varying from £46 for the de luxe Minx to £6 on the Minx station wagon. The de luxe Minx is now offered for £666, which compares with a figure of £700 unofficially quoted as the probable price of the new VW 1500 when it is available in Switzerland early next year.

I was interested to see in the commercial section of the Geneva Show a pick-up version of the Austin Seven and Morris Mini-Minor. This attractive variant of B.M.C.'s 850-c.c. wonder-car, which has a cabin for two and an open back, was making its first Show appearance and will not be launched on the British market for some time, more 's the pity.

Books add greatly to the joys of motoring, whether they are for reading at home or for permanent lodgement in your car's glove-box. One of the former, which I have just been reading very enjoyably, is a biography of Dr. Ferdinand Porsche, one of the greatest figures in the history of automobile engineering.

It has been reverentially written by Richard von Frankenberg and translated by Charles Meisl. The publishers are Foulis and the price is 30s. Although his name is perpetuated by one of the world's outstanding sports cars, Ferdinand Porsche—son of an Austrian tinsmith—will be longest remembered as the designer of the fabulous Volkswagen. Frankenberg shows that he started thinking about it in 1934 and that he had designed his first small car thirteen years before that. Porsche, archpriest of the rear-engine cult, approached vehicle design by way of early interest in electricity, and his first vehicle was driven by electric motors attached to each wheel.

Iliffe Books Limited have just issued the spring edition of the *Autocar Road Tests*. It costs 6s. 6d. and contains detailed appraisals of twenty cars of five nations, including eleven British models.

From the A.A. comes a review copy of their *1961 Members' Handbook* in its familiar yellow jacket. It is more useful than ever this year and indicates which of its 6,200 A.A.-appointed garages are authorised vehicle-testing stations. A.A. members who are going abroad this summer should not fail to take with them the *Mini-guides* recently published by the Association. Four are out already (covering France, Belgium, Holland, Luxembourg, West Germany, Switzerland, Austria, Italy, Spain and Portugal). Three more are on their way. They give a potted guide to the places of outstanding interest in the countries dealt with, and contain historical notes and touring hints.

I learn, that the A.A.'s *Illustrated Road Book of England and Wales* has proved to be so popular that the first print of 50,000 is practically sold out and that another edition is being ordered. This touring guide is a bargain at 30s. with its 480 pages, 1,700 line drawings and 60 pages of maps. Close on 500,000 copies of the ordinary A.A. *Road Book*, which has no illustrations and costs only £1, have been sold in ten years.

Briefly. . . . Price of the Triumph Herald S saloon is down by £15 10s. to £648 10s., tax included. . . . Citroen announce a new, 600-c.c. version of their front-wheel-drive, 425-c.c. " ugly duckling " model. It has a smarter four-seat, four-door body and a reverse-angle rear window *à la* Ford Anglia. . . . The R.A.C. have signposted a 34-mile circular route through the beautiful Vale of Evesham, now a mass of fruit blossom. . . . Stewart and Ardern, sole London distributors of Morris cars and commercials, recently threw a party at their main London showrooms in Berkeley Square to celebrate their golden jubilee. . . .

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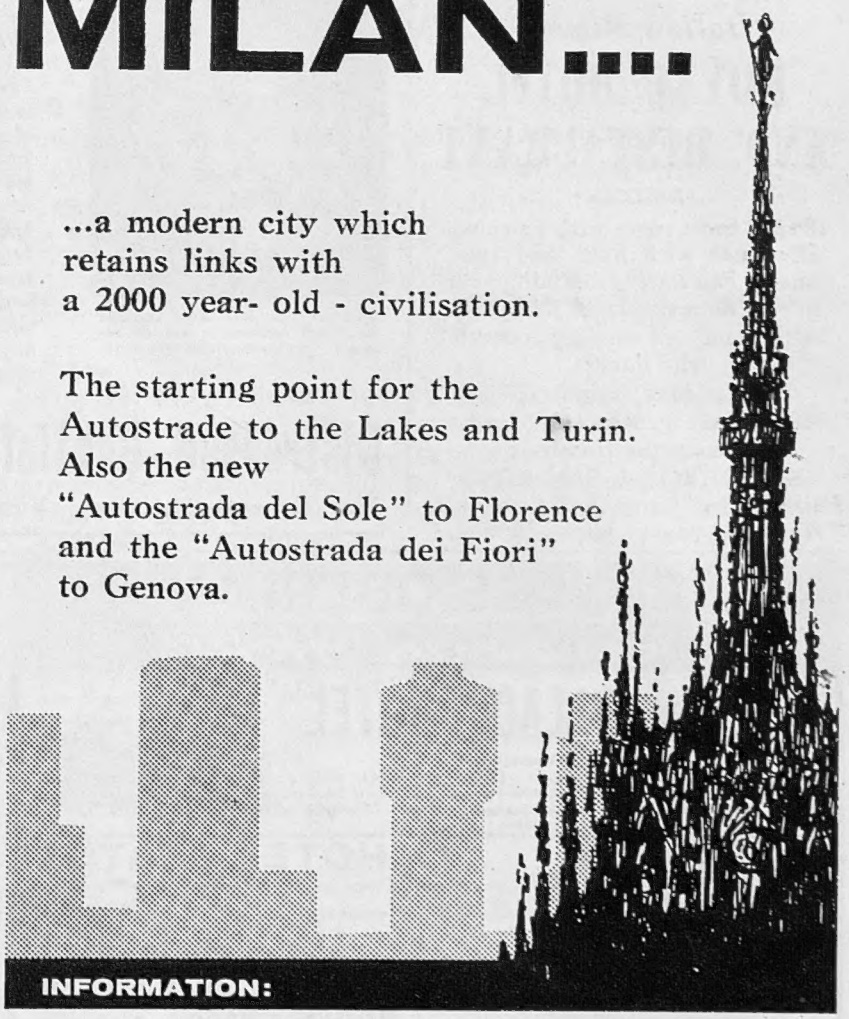

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Ente Provinciale per il Turismo, Via Caserotte 3, Milan, and all Travel Agencies.

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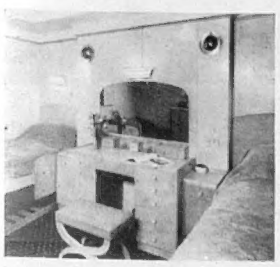

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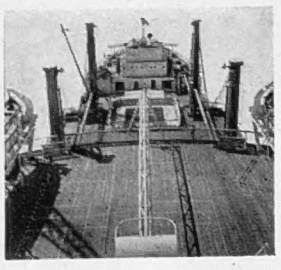

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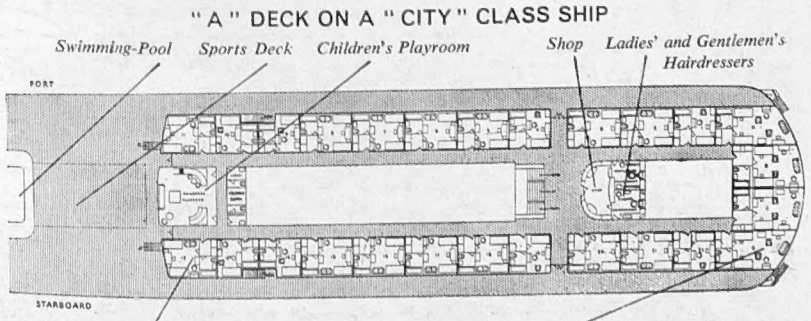

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